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PERRIS GENERAL PLAN

January, 1982

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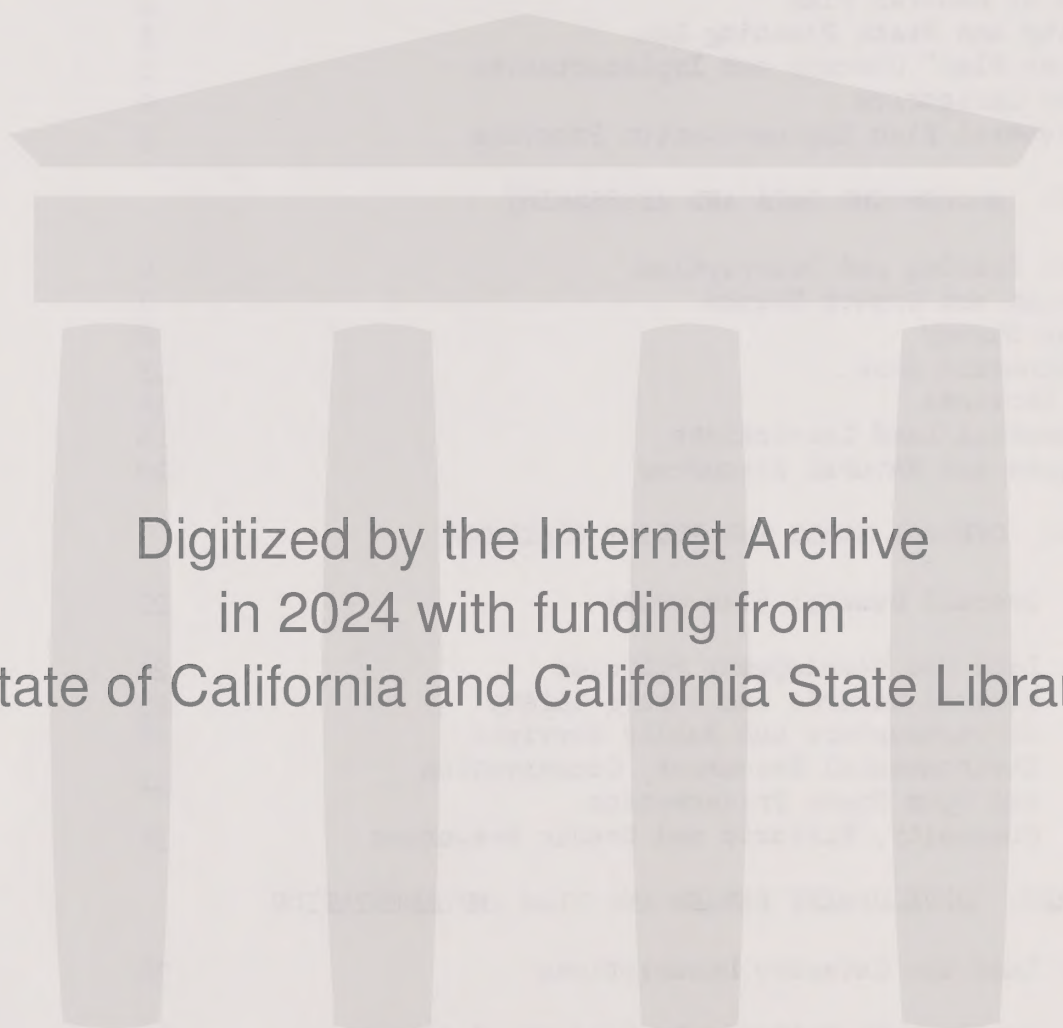
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INTRODUCTION

A. Purpose of the General Plan

The General Plan is an adopted set of goals, policies and measures that provides a guide for local decision making regarding the comprehensive, long term development of the community. In this document, the community sets out its values and preferences with respect to the desired pattern and direction of future growth and development within its boundaries. Through this blueprint for its future form, the City provides a definite and reliable guide which its leaders can consult when confronted with decisions to make involving future land use proposals or investments in public facilities. The Perris General Plan is in essence a comprehensive guide for the City's unified and logical future growth, comprising all aspects of its physical development.

B. Authority and State Planning Law

The California Planning and Zoning Law (Section 65300 of the Government Code) requires that all cities adopt a comprehensive, long term plan that provides for its future physical development in a logical and orderly manner. This plan may also include all surrounding areas outside the present city boundaries that bear relation to the City's growth and development. The State Law further specifies the subject areas that must be addressed by the locally adopted General Plan in order to be legally adequate to serve as a useful guide for decision making in regards to development matters. Section 65302 of the Government Code requires that the General Plan shall include sections, known as elements, that address nine separate issues of mandatory concern. In addition to the traditional concerns of land use, circulation and housing, these nine mandatory elements also include open space, conservation, public safety, seismic safety, noise and scenic highways.

While each of these elements may be adopted separately as distinct parts of the overall General Plan, it is a commonly accepted practice in most jurisdictions to combine those elements that address similar concerns and issues in order to avoid needless duplication and cumbersome overlap within the General Plan document. State Law encourages such a consolidation of the General Plan format where it will lead to internal consistency among the plan policies and result in clarity of plan interpretation, provided that all of the mandatory concerns are addressed within such a format. This type of consolidated format is proposed for the Perris General Plan Revision, where development issues and policies can be grouped under broad categories such as housing and community development, public services and infrastructure, recreation and open space, and natural hazards and public safety. In this way, a unified and internally consistent General Plan document which meets the requirements of legal adequacy can be developed, while avoiding extensive treatment of planning issues that are of only limited concern in the Perris area. The adoption of this format will also result in a plan that lends itself to clear and unambiguous interpretation by the City Council and Planning Commission, City Staff and the public with respect to any particular development proposal.

C. Policies Plan Concept and Implementation

In order to serve as a guide for the City's future growth, the General Plan must incorporate a set of overall goals that define the vision or desired

state that the citizens and their elected officials have for their community. These broadly stated goals are the most inclusive policy statements in the General Plan, and they define the framework for all of the more specific policies, criteria and implementation programs that are contained therein. The proposed overall General Plan Goals are directed toward such all-encompassing concerns as the quality of life, protection of the natural environment, economic development and adequate housing opportunities.

For the General Plan to serve as an effective guide to future development, these broad, overall goals must be translated into specific measures whose attainment can be realized in quantifiable terms. These measures, or policies, will be used to determine whether specific proposals are consistent with the overall intent of the General Plan. The proposed plan policies will be grouped under the broad categories that are described above in Section B to ensure that all issues of mandatory concern under State Law are addressed. The section containing these policies, therefore, will constitute the principal part of the General Plan that spells out the City's guidelines with respect to the desirable form of development as well as its commitment to actions that support the overall plan goals.

These groups of policies, however, will not be operative by themselves without specific measures for action or review criteria. For this reason, a section on implementation is included as an integral part of the total General Plan Revision. The land use categories, circulation plan, development review criteria, as well as the proposed action programs that are included in the Implementation Section provide the bridge between the adopted goals and policies of the Plan and the reality of the everyday actions of the Planning Staff, Commission and the City Council in interpreting and carrying out the intent of the General Plan. The development criteria, organized on the basis of the land use categories whose function is described below, will provide specific guidelines to be used in determining the consistency of any land use proposal, including construction projects, subdivision map applications and rezoning requests. In addition, the circulation plan will ensure that adequate right-of-way and improvements are provided for major traffic thoroughfares throughout the City as new development projects are approved in conformance with General Plan policies.

D. Land Use Categories

The various land use categories that are contained in the General Plan describe each of the types and range of densities of the projected development within the planning area during the foreseeable future. It is intended that the set of development criteria in the General Plan will be used to determine the consistency of a development proposal based on a case-by-case review process. These criteria will give primary emphasis to a proposal's compatibility with existing land uses and development trends in the surrounding vicinity, the extent of street improvements and public infrastructure adjacent to and available to the proposal site, and the adequacy of present public services as a whole to accommodate a new development. Thus there will be an emphasis on performance standards in evaluating future projects, rather than relying on a fixed designation or location that may be indicated on a land use map.

This approach will allow more flexibility in zoning and subdivision review, allowing an ad-hoc evaluation of residential, commercial and industrial

proposals that is responsive to changing population and growth trends, housing market conditions, and the effective demand for vacant, buildable land. This method will also eliminate the need for extensive and cumbersome procedures to formally amend the General Plan on a frequent and piecemeal basis. The emphasis on a flexible review process will allow for a workable response to conditions and trends that cannot necessarily be foreseen at the time of plan preparation and adoption, yet ensure adherence to the basic goals, policies and objectives that have been adopted in the General Plan document. This approach will also support the General Plan goals and measures that call for an orderly phasing of public services and utility extensions, thereby averting the premature development of outlying areas that would result in an overstraining of the City's capacity to provide services to an expanding population.

E. Other General Plan Implementation Programs

Besides policies and criteria to assess the acceptability of specific development proposals, the General Plan must provide for a number of programs to be undertaken by the City in order to guarantee that the Plan will be carried out on an ongoing basis as development takes place in the planning area. One of the most essential projects to be initiated after final adoption of the Perris General Plan is a revision of the Zoning Code as well as the Zoning Map where inconsistencies may result between the existing zoning and the land use policies of the Plan. Under State legislation AB 1301, all zoning provisions must be consistent with the policies and descriptions of the adopted General Plan, since the Zoning Ordinance is one of the most important tools for regulating the use and development of land that is exercised by the City. This may require that the present zoning classifications and standards be revised with respect to permitted uses and density ranges, as well as amending the official Zoning Map where conflicts will result with the newly-adopted General Plan. Similar revisions will be required in the Subdivision Ordinance to ensure consistency with the General Plan, especially in regards to standards for public improvements and dedications. A Zoning Consistency Matrix should also be developed, whereby it can be determined which zoning classifications would be consistent with the land use designations of the General Plan. This will be especially useful in reviewing future requests for rezoning.

Another program of particular importance in implementing the revisions of the General Plan is a long range capital improvements program. The purpose of this program is to prioritize the City's commitments to undertake major public works projects such as street improvements, water and sewer main replacements and parks development. An adopted list of these capital projects indicating a time frame for funding and completion is an important program for implementing the General Plan, since the locations of these public improvements will determine the sequence for development of various land areas within the City. The adoption of a capital improvements program would also be important in supporting policies for the phasing of public service extensions to discourage leapfrog development as well as maintaining the City's fiscal capability to provide services to newly developing areas.

Certain areas of the City, such as the airport vicinity and the downtown area, may require special study in order to determine the most appropriate zoning and development policies for carrying out the overall provisions of the General Plan. These areas would be designated due to their particular

characteristics or their potential for impacts on neighboring land uses. The special studies conducted for these areas may recommend that additional measures besides zoning be initiated by the City to improve neighborhood conditions, such as programs for building rehabilitation or installation of public improvements. This kind of concentrated action would encourage the coordination of public and private efforts to revitalize those areas of the community that have been lacking in investment or comprehensive planning up to the present time.

Finally, the General Plan process should set in motion a procedure for monitoring the progress being made toward achievement of its goals and policies as development takes place over time throughout the planning period. This monitoring process would record the rate as well as location of land development activity in order that the degree of attainment of Plan objectives and projections can be assessed. A feed-back process can thereby be established, which would provide a data input for periodic amendments to General Plan assumptions based on changing population and development trends. Such a process would be an important component of a flexible, policy-oriented process for implementing the goals, policies and programs of the final adopted General Plan.

SECTION ONE

Background Data and Assessment

This introductory section gives an overview of the existing status of the City of Perris and its vicinity in relation to current planning and development issues. In addition to describing the present physical, economic and growth trends that are affecting the City, this section also underscores the major policy issues that will be of concern in planning for the community's future development. These issues, which comprise the major limitations to development in the area, the need for expanding the existing extent of public services and utilities, and maintaining the natural setting of the area, will all have an impact on the development of policies and measures in the General Plan document. The process of developing a sound set of policies for guiding the future development of Perris will require the analysis of these kinds of issues, assessing the effects they will have on alternative schemes for the City's growth and development, and arriving at the choices that will support the needs and interests of the community as a whole to the most feasible extent.

A. Physical Setting and Description

The City of Perris is the only incorporated City in the Perris Valley, an area of 243 square miles that is located in the central portion of Western Riverside County. The Perris Valley is located about 70 miles inland from the City of Los Angeles, the population and economic hub of Southern California, and about an equal distance north of the San Diego Metropolitan area. Incorporated in 1911, the City of Perris has an estimated population of about 6,700 persons, and contains about 13 square miles in the central portion of the Perris Valley. The average elevation of the Valley portion of the City is about 1,440 feet above sea level, while the range of rocky hills to the west of the City's developed portions rises to about 1,900 feet. The area is drained by the San Jacinto River, which traverses the valley along the southeastern portion of the City and which subjects these areas to inundation during major storm periods. Lake Perris, a major State water storage facility and recreational site, is located three miles northeast of the City's downtown area.

The climate of the Perris Valley is Mediterranean in nature, with hot, dry summers alternating with mild and moist winters. The annual temperature range is more extreme than that of the coastal areas of Southern California, with average high temperatures in the summer of around 98°F and low temperatures in January around 35°F. Nearly all of the annual precipitation in the Perris Valley, which averages from 9 to 12 inches, falls between the months of November and April. The area is subject to periods of intense flooding, however, that can cause extensive damage, as evidenced by several recent years of rainfall well above the annual average.

Perris is located about 15 miles south of the City of Riverside along Interstate Highway Route 15-E, a major north - south thoroughfare that connects Southern California with other Western States. Lake Elsinore is located 10 miles west on State Highway 74, which joins Route 15-E in Perris' central section. Sun City, a major retirement community, is located six miles south of Perris along Route 15-E, and the Hemet Valley is about 20 miles east of Perris.

The City of Perris has historically been a trade and service center for the agricultural economy of the surrounding Perris Valley Region. More recently, the area has experienced the immigration of retired persons from the more heavily populated coastal areas of Los Angeles and Orange Counties, especially since the development of Sun City as a self-contained retirement oriented community. At the present time, it is expected that the City and the surrounding area will feel the impact of a continued rapid population growth rate occasioned by the availability of low-priced vacant land that is suitable for residential development. This area will become more and more attractive to younger families who are seeking the affordable housing opportunities that are no longer available in the heavily developed coastal counties. With the continuing increase in popularity and the use of major recreational sites such as Lake Perris, there will also be a considerable impact on the market for recreational developments and pressure for the conversion of agriculturally used lands in the Perris vicinity.

B. Population and Growth Trends

The growth and development pressures that will affect the City of Perris in the near term future are likely to result in changes to the basic demographic trends that have been experienced by the City and the surrounding vicinity in the past. Historically the City has recorded a rather small numerical increase from year to year, having a population of less than 5,000 as recently as 1970. However, the total rate of population growth that has occurred in the last ten years is nearly 58%, an increase in size of more than one half. It is this large proportional increase in the number of new residents that poses the most significant issue to be addressed by the City in its General Plan program. The most critical concerns to be taken into account in relation to continued population increase include the capability of the City to expand the scale of its essential services and road systems, the City's continued fiscal solvency which is based on the expected tax revenues from new development compared with the long term costs of extending public services, and the maintenance of the quality of life and natural amenities that have attracted the City's present residents to settle in the area.

Population change in any given area is based on several major factors, or components. These include the natural rate of population growth, which depends on the excess of births over deaths, and is based on the current fertility as well as mortality rates. While this component normally accounts for some degree of population increase from year to year, the most important growth factor that affects smaller, growing areas like Perris is net migration, or the number of persons moving into the area as permanent residents, less the number of those leaving the area in a given time period. For a City such as Perris that is experiencing a stage of rapid growth rates coupled with a high level of development activity on an actual basis, a projection of the population growth over the planning period, based on recent growth trends and the amount of migration that is expected to occur in the near future, provides the most important guide for planning activities and the allocation of future land uses through the General Plan process.

The migration trend that will principally be responsible for the future growth of Perris during the foreseeable planning period of ten to twenty years will be the movement of households from the more heavily developed coastal areas such as Los Angeles and Orange counties in response to the amount of less expensive buildable land that exists in the inland areas. A large number of families will be seeking the more affordable opportunities to purchase a home for the first time, as housing prices in the coastal areas have continued to soar far beyond their means. A fairly heavy influx of retired individuals can also be expected, based on recent migration trends. Thus, the future population increase that will occur in the Perris area will be a portion of the larger migration trend that will effect most of the inland Southern California area.

The following table shows the range of approximate expected population figures in five year increments throughout the General Plan period, based on a projection of the growth rates experienced by the City of Perris in the last five year period, which has averaged 4.6%. While a single set of predicted or desirable population forecasts cannot be determined at this preliminary stage in the planning process, these figures can be used to show the range of probable growth rates that will impact the City in the

near future and which can be used as the basis for comparing a number of planning alternatives in formulating the final General Plan land use allocations and development policies. Among the factors that can affect the rate of population increase over time are changes in the housing market and construction trends, the proportion of Riverside County's future growth that will occur in the Perris Valley region and the share of future development in the Perris Valley that will occur within the existing City limits or areas that will possibly be annexed to the City in the future.

City of Perris Population Projections

Based on final 1980 Census figures

% annual growth rate	3.0	4.5	6.0
1980	6,740	6,740	6,740
	6,942	7,043	7,144
	7,150	7,360	7,573
	7,365	7,691	8,027
	7,856	8,038	8,509
1985	7,814	8,399	9,020
	8,048	8,777	9,561
	8,289	9,172	10,135
	8,538	9,585	10,743
	8,794	10,006	11,388
1990	9,058	10,466	12,071
	9,330	10,937	12,795
	9,610	11,429	13,563
	9,898	11,943	14,377
	10,195	12,481	15,239
1995	10,501	13,042	16,153
	10,816	13,629	17,122
	11,140	14,243	18,150
	11,475	14,884	19,239
	11,819	15,553	20,393
2000	12,173	16,253	21,617

C. Land Use Survey

A survey of the existing land use and its relationship to the present zoning classifications within the City of Perris was undertaken in order to determine the development trends that have affected the City to the current date, as well as the degree of land utilization that has taken place. In this way, it is possible to evaluate the potential for future development in the City based on the amount of vacant land and under-developed area that is still remaining. The degree of use of the existing zones within the City can also be evaluated based on the proportions of permitted and nonconforming uses that presently exist. This can form the basis for recommendations on changing existing land use designations, as well as zoning classifications, under the General Plan Revision. Certain

zones, such as industrial, may already include too much land for future development under expected market conditions, while other zoning categories may be too restrictive at the present to permit the most economic and beneficial use of various land areas throughout the planning period.

A set of tables is attached to this report that shows existing land use within the City of Perris by number of acres and percentages of total, a breakdown of land use by zoning category, and a summary showing the degree of utilization of each existing zone by the amount of conforming and non-conforming use, utilized and vacant areas, and public uses that currently exist in each zone. The discussion and conclusions that appear in the remainder of this report are based upon the data that have been collected in these tables and which is also shown on a large size Land Use Map.

The largely rural and sparsely populated nature of the City of Perris can be seen in the fact that nearly 57% of the City's land use area (excluding streets and public rights-of-way) is vacant and undeveloped. Normal urban uses including residential, commercial and industrial development occupy only 14% of the City's available land area. Active agricultural uses cover about 11% of the area within the City limits, and a similar percentage of land area is devoted to civic, educational and park use. Land areas used for flood control, public utilities and services, and railroads, occupy the remaining 6% of the City's available buildable land. Streets and public rights-of-way occupy about 10% of the City's total land area of 8,785 acres, or 13.7 square miles; however, this portion has not been allocated to any of the land use types that are enumerated above.

Existing Land Use in the City of Perris

	<u>Acreege</u>	<u>Percent of City</u>
1. Residential		
Low Density	921.81	11.7
Medium Density	34.81	.4
2. Commercial	44.25	.6
3. Manufacturing	109.06	1.4
4. Public Use/Recreational	951.81	12.1
5. Agriculture	891.86	11.3
6. Utilities & Public Services	464.33	5.9
7. Vacant & Undeveloped	4,469.98	56.6
	<u>7,888.00</u>	<u>100.0</u>
Streets & Public Rights-of-Way	897.78	
Total City Land Area	8,785.0	
	(13.73 square miles)	

Existing zoning categories within the City of Perris exhibit varying degrees of utilization, proportions of underdeveloped lands and prevalence of presently non-conforming uses. The A-1 Agricultural Zone, the most extensive within the City, is about 28% developed to permitted uses. Of these uses, about 342 acres, or about 12.5% of total A-1 land, is occupied by lower density single family development, while about 422 acres, or about 15.5% of the zone is devoted to the year-round cultivation of irrigated field crops, or to intensive agricultural uses such as chicken ranches or dairy farms. Approximately 71% of this zone remains undeveloped due to such varied conditions as rugged and rocky terrain, lack of consistent irrigation, or soil and flooding limitations. The two City zones that are designated for single family uses, R-1 and R-5 (Mobile Homes) are each developed to only about 20%, or one fifth of their total buildable land area. Much of the existing area in these zones is located away from the central developed core of the City, and therefore are beyond the range of many public services such as sewer collection lines, or paved streets. The City's two multi-family zones are underutilized to an even greater extent. Only 2½% of the R-2 zone is fully developed to permitted densities, while 8% of the R-3 multi-family zone is so used. Again, some of this land is located away from the City's available services, or has only recently been committed to development. Finally, the City has a fairly large amount of land designated for mobile-home rental park development (R-4 zone). Only 15% of this land area is developed with the City's one existing mobile home park that includes its own self-contained facilities. Pressure may be exerted in the future to change much of this R-4 zone to R-5 in order to allow for individually-owned mobile home lots or even other types of residential uses due to present housing market trends.

The City's two commercial zones, C-1 and C-2, are each about one quarter developed to general retail and other commercial uses. It should be kept in mind that each of these zones also allows residential uses in a full range of densities, which occupy some of the remaining portions of these zones. As the General Plan Revision is conducted, the continued desirability of allowing such a mixture of land uses under a "pyramid" zoning concept should be investigated, and, if it is retained, reasonable estimates of the proportions of commercially zoned lands that would be developed for single family, medium and higher density uses would be needed to accurately assess future development impacts.

The industrial zones within the City of Perris are those that show the greatest disparity between intended land use and the existing character of development. The M-1 (Light Industrial) Zone is 35% vacant, while as much as 47% of M-2 (Heavy Industrial) zoned land remains undeveloped. Of more critical concern is the percentage of these two zones that is occupied by nonconforming uses of various kinds, which ranges from 40% to 45% of the land that is in the two industrial zones. These uses include a mixture of residential and commercial structures, many of which are poorly maintained and unsightly, especially along railroad frontages in the City's central portion. With only 15% of the M-1 zone and 5% of the M-2 zone built to permitted uses, major study should be directed towards reallocating these zones in such a way as to direct future industrial development into the most appropriate areas, while minimizing conflicts with established residential and commercial uses, and avoiding lands that are subject to significant flood inundation hazards.

Land Use Summary By Zone
(Figures in Acres)

<u>Zone</u>	<u>Single Family</u>	<u>Multi- Family</u>	<u>Commercial</u>	<u>Manufacturing/ Service</u>	<u>Agri- culture</u>	<u>Commercial Recreation</u>	<u>Public/ Insti- tutional</u>	<u>Utilities/ Railroad Parking</u>	<u>Vacant Undeveloped</u>
A-1	342.73	1.58	3.64	---	421.49	---	17.48	---	1,930.96
M-1	24.73	.57	---	56.82	146.21	---	---	18.4	134.85
M-2	49.17	----	---	50.44	324.16	114.72	---	37.15	522.27
C-1	12.37	1.76	27.37	1.8	---	---	2.17	6.24	81.05
C-2	22.47	11.18	11.61	---	---	35.7	2.85	1.03	114.17
R-1	245.69	.41	.45	---	---	---	13.13	49.06	526.79
R-2	27.88	4.63	---	---	---	---	2.63	----	159.17
R-3	9.46	14.68	1.18	---	---	12.93		---	145.49
R-4	25.36	---	---	---	---	4.9		---	139.92
R-5	161.95	---	---	---	---	---	---	---	527.95
0							745.3	352.45	187.36
TOTAL	921.81	34.81	44.25	109.06	891.86	168.25	783.56	464.33	4,469.98

City of Perris

Acreage and Use Per Zone

Zone	Conforming	Developed Uses		Public and Instit.	Un- Developed	Total Acreage	% of Zone Developed	9/30/80
		Under Utilized	Non- Conforming					% of Entire City
A-1	764.22	---	5.22	17.48	1,930.96	2,718.28	28.0	34.5
M-1	56.82	---	171.51	18.4	134.85	381.42	64.6	4.8
M-2	50.44	---	488.05	37.15	522.27	1,097.91	52.5	13.9
C-1	33.61	---	15.93	2.17	81.05	132.76	40.6	1.7
C-2	48.34	---	33.65	2.85	114.17	199.01	42.7	2.5
R-1	173.9	60.72	11.93	62.19	526.79	835.55	37.0	10.6
R-2	4.63	27.88	---	2.63	159.17	194.31	19.0	2.5
R-3	14.68	9.46	1.18	12.93	145.99	183.74	21.2	2.3
R-4	25.36	---	---	4.9	139.92	170.18	17.7	2.2
R-5	151.39	10.56	---	---	527.95	689.9	23.5	8.7
O	---	---		1,097.75	187.36	1,285.11	85.4	16.3

The findings that are enumerated above underscore the need for the General Plan process to reallocate some of the land areas in the City into more appropriate land uses as well as densities. Proper account should also be taken of the large areas of the City that lie within floodplain areas or areas of steep and rocky terrain that are not suitable for higher intensities of development that would also require the costly extension of public services into these areas. While at first glance it appears that there is ample available land for future residential development in a wide range of densities under present zoning patterns, it must also be kept in mind that relatively little of this land is adjacent to existing public services and utilities, especially sewer collection lines. Therefore, it is not the amount of such land that is critical to the City's future growth patterns, but what proportion of this land area is adjacent to developed areas that are already served by public infrastructure. Analysis has shown that the current acreage of undeveloped and underutilized residential land would accommodate an additional population of nearly 50,000 persons, if fully developed at permitted densities. Thus additional measures of density control must be exercised over these areas so that population growth can be phased in a logical contiguous manner that will not overstrain the City's roads and utility systems. One of the most effective methods for controlling such densities would be to adopt a phased program for the expansion of City services in periodic increments based on reasonably expected growth rates in the near term future.

The distribution of land areas for future commercial and industrial expansion, as well as for recreational and public service needs should also be tied to the reasonably expected rates of population growth, since these facilities will be required to serve the needs of future residents. Care should be taken that a sufficient amount of such land exists, with the proper degree of public services available, in locations that are near the residential areas whose market demands will support these facilities. Efforts should also be made to strengthen the role of the central business district in providing the retail and service facilities that serve a city-wide and regional need. Industrial development should be concentrated in appropriate areas that will result in the creation of employment opportunities that are sufficient for the job needs of both existing and future households in the Perris vicinity.

D. Local Economic Base

The City of Perris has historically served as a retail and trade center for the agricultural enterprises in the surrounding Perris Valley region. The agricultural products of the valley have consisted of dry farming crops such as wheat and barley, as well as irrigated crops including alfalfa, onions and potatoes. Recent pressures for the conversion of land to urbanized and recreational uses, and especially the continuing increase in the cost of imported water supplies has lessened the dominance of agriculture to some extent, however it continues to be a major source of income for the Perris Valley area. Several of the leading business operations in the Valley, including an egg ranch, several grain and milling companies, and feed and seed supply continue to be an important component of the local economy.

The economic base has become more diversified in recent years with the establishment of various manufacturing firms in the Perris area. Employing between between 50 and 150 workers on the average, these firms specialize

in the production of campers and mobile homes for the expanding Western market area, as in the case of Perris Valley Campers, Inc. Other manufacturing firms in the area produce die-casting machinery, wire products and electronic parts. There will be a need in the near future to attract additional plants of this nature to satisfy the employment needs of new households that locate within the area, to maintain the vitality of the local economy through an expanded export base, and to help alleviate the problems of unemployment and low incomes that currently exist in the area.

The completion of the Lake Perris Reservoir as a major component of the State Parks System will exert an increasing influence upon the local economy, especially as the use of this facility by visitors to the region expands as it becomes more well known throughout the state. The presence of short-term visitors to Lake Perris during a large portion of the year will result in an increased demand for retail and service concerns in the region, such as gasoline sales and recreational supplies, as well as food and lodging establishments. There will also be increasing land development pressures in the immediate vicinity of the lake, as visitors may decide to locate vacation or retirement homes in the area. There have already been several proposals for single family or mobile home subdivisions made for land in the unincorporated Riverside County area near the City of Perris. The resultant increase in the number of local residents will spur further expansions in the local retail and service economy, as well as the demand for public services.

The City of Perris also maintains a role as a center for various essential public services for the surrounding Perris Valley region. This is evidenced by the location of the Riverside County Administrative Center adjacent to the Perris Civic Center, which includes the Three Lakes Municipal Court and the Social Services Department. The Southern California Edison Company and the General Telephone Company both have district offices and maintenance stations in the City, which are also major sources of local employment. The 36 bed Community Hospital in the northern part of the City is the only facility of this type in the Perris Valley, which is complemented by a 99 bed convalescent hospital and a medical office building. The function of the City of Perris as a center for services of this type should be retained and enhanced as population growth continues in the Perris Valley Region.

E. Public Service Infrastructure

Essential to the City's ability to support both existing and future development is its basic framework of physical services and utilities, or public infrastructure system, which includes paved streets, water mains, sewage collection lines and storm drainage facilities, as well as privately supplied electric, natural gas and telephone utilities. Before it can effectively plan for additional population growth and land development, the City must ensure that there is an adequate level and extent of each of these utilities to adequately serve the City's existing developed areas as well as those areas projected for future development under the General Plan. In fact, this will be the most critical factor in planning for future growth and development within the City of Perris, as constraints in the existing public infrastructure have already become evident, thereby limiting amount of new construction that can presently be approved.

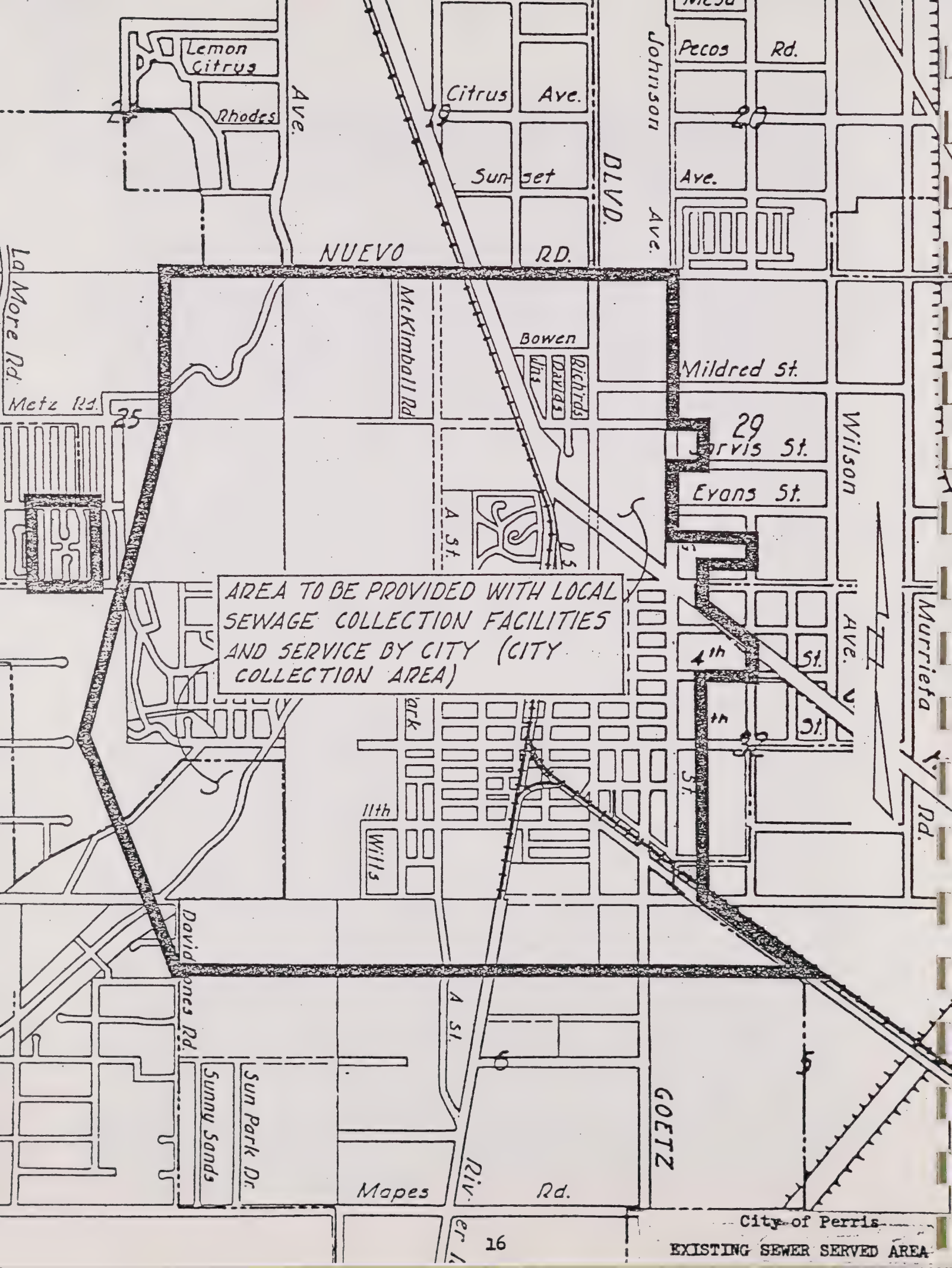
This section will briefly summarize the present organizational framework for the provision of essential services within the City of Perris, document the actions currently being undertaken to expand the service capabilities of these systems, and examine the needs that will still remain for enlarging the level of services that will be available in the City throughout the planning period.

Domestic water is provided to the City by the Eastern Municipal Water District, which wholesales water that is imported by means of an aqueduct from the Colorado River. The City's supply is provided through a pump station located at Third and "A" Streets, where there is also a filtration facility. A one million gallon storage tank near Indian Hills provides a water reserve capacity and pressure for the City's service area which consists of the central portion of town in the vicinity of the downtown area. It should be kept in mind, though, that outside this central area, domestic water service is provided directly by Eastern Municipal Water District (E.M.W.D.) by means of local improvement districts. This includes such areas that are within City limits such as Indian Hills and Enchanted Heights to the west, and the area north of Nuevo Road.

Much of the City-owned water distribution system in the central area is quite old, and this condition will require a program for the replacement of water mains that have deteriorated or are too small for present supply and fire fighting needs. There is also a severe shortfall in water storage capacity at the present time, resulting in a dangerously low reserve capacity and pressure levels in the event of a major fire emergency. Efforts to alleviate the situation have been made by seeking funding sources for construction of a new water storage reservoir in the western portion of town to supplement the existing tank.

A long range construction program to provide for the future water needs occasioned by the population and economic growth which is foreseen for the remainder of the century throughout the Perris Valley and other nearby regions has recently been initiated by the Eastern Municipal Water District. In February, 1980, the voters of the district approved the use of a federally-provided loan to construct the necessary facilities for making imported water from northern California available to augment the district's present water supply capacity. The facilities to be constructed under this 25 million dollar program will convey treated water from the existing Mills Filtration Plant located near the City of Riverside to the various portions of Eastern's service area, including the City of Perris. Completion of the principal transmission lines for this project is expected within five years, and additional related improvements to the district's water distribution program are projected to occur over a longer staged time period. The completion of this program is also expected to result in the overall improvement in the quality of water available to the Perris Valley, as it will make use of water provided by the California Aqueduct to supplement the imported water presently received from the Colorado River, which is largely unfiltered and relatively high in dissolved salt (T.D.S.) content.

The City of Perris provides sewage collection services within the same central area just described, but also including Indian Hills and a small portion of the Enchanted Heights Subdivision. This sewage is presently treated and disposed of in the City's treatment plant located on "G" Street in the southeast portion of town. The main trunk facility conveying the sewage flow to








AREA TO BE PROVIDED WITH LOCAL
SEWAGE COLLECTION FACILITIES
AND SERVICE BY CITY (CITY
COLLECTION AREA)

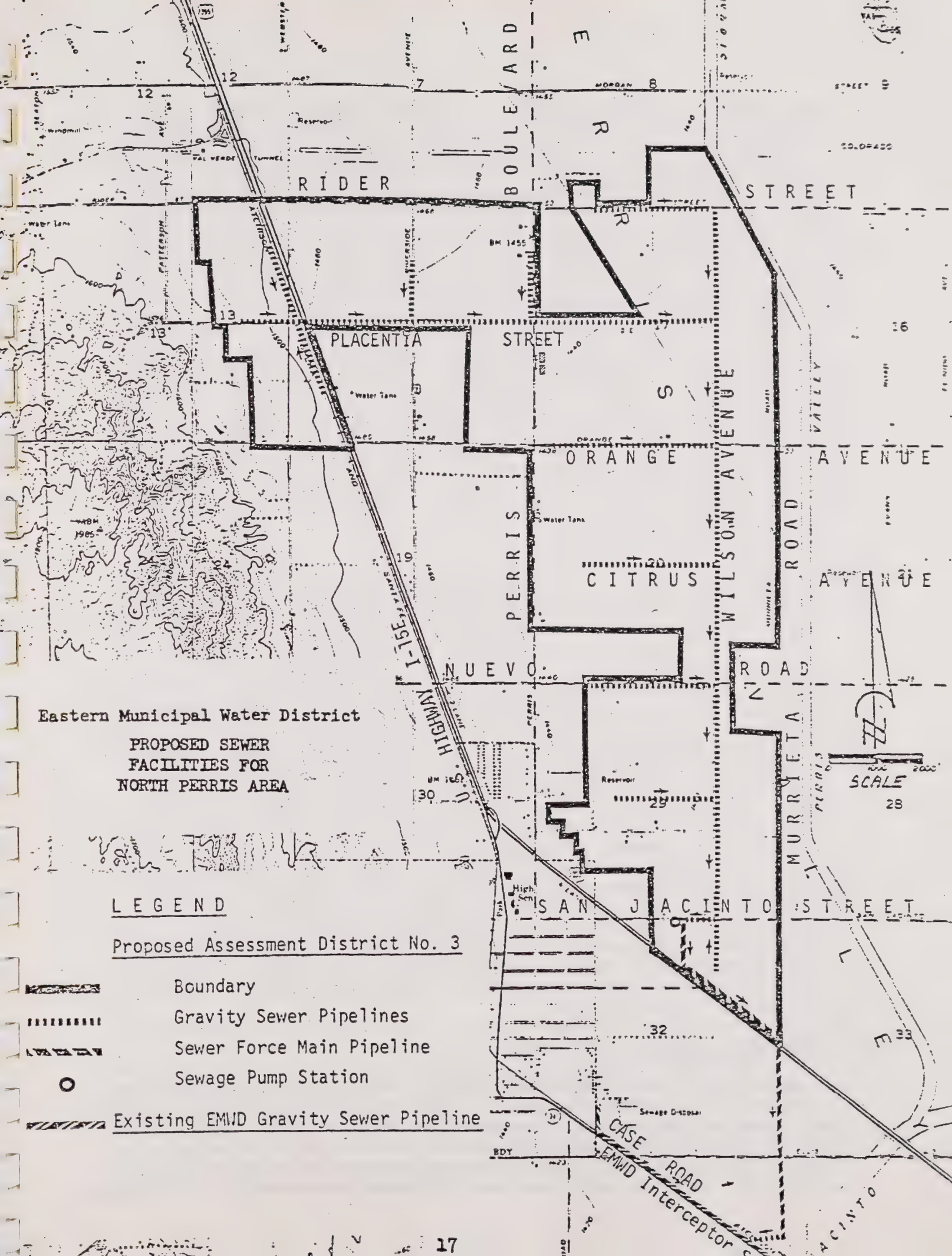
Eastern Municipal Water District

PROPOSED SEWER
FACILITIES FOR
NORTH PERRIS AREA

LEGEND

Proposed Assessment District No. 3

-  Boundary
-  Gravity Sewer Pipelines
-  Sewer Force Main Pipeline
-  Sewage Pump Station
-  Existing EMWD Gravity Sewer Pipeline



this plant is a 12 inch line under "G" Street beginning at San Jacinto Avenue. Upon completion of the Eastern Municipal Water District's Perris Valley (Romoland) Regional Water Reclamation Facility in 1982, the existing City of Perris Treatment Plant will be retired and all City sewage will be conveyed through a newly installed EMWD interceptor sewer from the City's plant site to the new EMWD Facility. The Perris Valley (Romoland) Regional Water Reclamation Facility has been designed so that its initial treatment capacity of 1.0 million gallons per day (mgd) can be increased in steps as required to provide treatment capacity for anticipated increased sewage flows resulting from future development which is expected to occur within the Perris area throughout the long range future. However, the most critical task facing the City at the present time is enlarging its existing collection system and seeking to extend trunk lines into those areas of the City that are expected to undergo development pressures in the near future. The feasibility of establishing a sewer assessment district in the portion of the City north of Nuevo Road, to be administered by E.M.W.D., is currently being studied. If this district can be formed and the planned facilities actually constructed, these collection lines can relieve a portion of the City's existing trunk system north of the freeway, thereby freeing additional capacity within the City's central built up area. A program for replacing many of the older sewer lines in this central area will also be required.

Major storm drainage facilities in the Perris area are designed, financed and constructed by the Riverside County Department of Flood Control and Water Conservation. These facilities include the Perris Valley Storm Drain and the San Jacinto River Channel which are designed to convey floodwaters through the region while affording protection to adjacent properties. A number of tributary channels that join this regional system afford more localized protection. Two major flood control facilities which are currently under development by the Flood Control District include the Third Street and Metz Road Retention Basins, which when completed, will collect storm runoff from the steep areas in the western portion of the City, thereby affording the central developed areas of town protection from periodic shallow flooding. With more development occurring in the northern part of Perris, additional storm channels will be needed to protect this area from flooding hazards. The County Flood Control District has prepared a master plan for improvements in this area, and measures by the City will be needed in order to finance and implement these facilities on a coordinated basis, as more intense development proceeds. In addition, further improvements to the Perris Valley Storm Drain and the San Jacinto River Channel, such as deepening or concrete lining, may be needed as the developed area in the City as a whole increases. As a part of the General Plan program, the City should develop a Master Drainage Plan in cooperation with the Flood Control District in order to assure the needed level of protection for residents and property within the City.

F. Environmental Land Constraints

In allocating land for different types and intensities of development through the General Plan Process, the various kinds of limitations on land development potential that are posed by natural and environmental characteristics must be kept in mind. Only if these kinds of constraints are properly accounted for can the City's future development be logically planned while avoiding the long-term costs resulting from development that is poorly located

without regard for natural hazards, or the particular attributes of the building site.

There are three major kinds of environmental constraints that affect the development potential of land within the City of Perris. These include hazards due to flooding, noise impacts from aircraft operations, and the presence of steep and rocky terrain. Large portions of the City in the east and southeast are subject to inundation during major storm periods when the existing drainage channels are unable to handle excessive amounts of runoff. Much of this area is within the 100 year floodplain, the total area that would be inundated during a maximum intensity storm expected to occur once within a 100 year period. This area includes most of the area east of Wilson Avenue north of Interstate 15-E, and east of Goetz Road south of Ellis Avenue. The depths of floodwater within the designated floodplain are expected to range from one to two feet in the northern part of the City to seven feet at Mapes Road in the south. Obviously, this floodplain area is not suitable for any type of development at normal urban densities, due to the threat to human life and property during major storms, as well as the lack of access for emergency services that would ensue. While the City's Floodplain Management Ordinance provides standards for the floodproofing and elevation of building pad levels for any structures that are approved within the floodplain according to the requirements of the Federal Flood Insurance Program, it is essential that adequate policies and standards be adopted in the General Plan to restrict the ultimate densities that will be permitted in these areas. Otherwise, the expectation of higher development potential may remain on the part of the public, a condition that would lead to pressures for the continued approval of projects of a nature and intensity that would be ill-advised in view of the significant hazards that are present in these areas.

The second major environmental condition that affects a large portion of the City of Perris consists of the noise impacts of aircraft flying over the City. At the present time, this results primarily from the operations of March Air Force Base which is located about six miles north of downtown Perris. The normal landing pattern of the military aircraft utilizing this base traverses the northern and eastern extremities of the City in a northwest to southeast direction. The Department of the Air Force, in its Air Installation Compatible Use Zone Report (AICUZ) has mapped the noise contour impacts, based on decibal measurements, of the normal aircraft operations that occur in relation to the Air Force Base. Based on these contours, the Air Force Report has identified a number of "compatible use zones" based on a combination of noise intensities and hazards due to possibility of aircraft crashes. The report recommends a number of mitigating measures to be adopted by the local jurisdictions based on a combination of these factors, ranging from the soundproofing of new buildings to the adoption of zoning controls to limit the density and type of new development within the impact areas.

The recommendations made by the Air Force regarding these noise mitigation measures will have to be carefully evaluated with respect to the policies and land use standards that are adopted in the General Plan. The effects of existing land uses and the development trends that have already taken place in the affected areas will have to be taken into account, as well as the fact that the cost of many of the recommended measures to reduce the impacts of noise will have to be borne by private landowners and developers without full compensation for the resultant loss in land value being made on the part of any governmental agency. On the other hand, the City should be a-

ware of the psychological, physiological and safety impacts of noise and air operations on the well-being of its future residents, and should seek to adopt those mitigation measures that are reasonably feasible in view of the more or less permanent nature of Air Force operations in the region.

Another area of important concern for the City in the General Plan process is the likelihood of future growth and expansion in activity associated with the privately-operated Perris Valley Airport. While air operations at this facility are currently restricted to lighter, propeller driven craft, an increasing scale of activity is likely in the future as this airport attracts more recreational activity. This would increase noise impacts on already developed portions of the City, as the normal take-off pattern passes over the downtown area. Expansion of the Perris Valley Airport should be the subject of a special General Plan study that will result in a specific plan for the uses of land in the immediate vicinity of the airport.

The final environmental feature that is of major concern in the Perris area is the rugged terrain consisting of many boulders and rock outcroppings that characterizes the western portion of the City. This geographical feature forms a backdrop of open, natural area that contrasts sharply with the developed built up areas of Perris' central core. This scenic feature is especially visible from the flat valley areas in the northern part of the City. Due to its steep and rocky nature, this area has remained largely undeveloped up to the present time because of the costs that would be entailed in any major construction project. As market forces that influence the demand for buildable land intensify, however, increased development on these sloping areas will become more economically justified, and it will be critical for the City to enforce adequate controls on site development practices in these areas. Such controls would include a Grading Ordinance, Hillside Developmental Standards, and the use of cluster development concept. The cluster development concept consists of grouping a number of residential units or structures onto one portion of a site that is more suitable for construction, while leaving the more rugged parts of site as permanent open space or recreational area. Through the use of sensitive design concepts such as these, the unique characteristics of hilly areas can be preserved, contributing to the value of a pleasant living environment while protecting development from natural and geologic hazards. A major focus of the General Plan project should be the adoption of appropriate density and development standards for these areas as well as the formulation of appropriate guidelines for site design.

G. Open Space and Natural Resources

As mentioned in the section on current land use, the majority of the land area within the city limits of Perris is vacant and undeveloped. Much of this land will be designated in the General Plan for the location of residential, commercial and industrial development that will be needed to accommodate the projected population and economic growth within the City and its surrounding area. But a proportion of this land area, because of its environmental limitations due to flooding, steep slopes or other factors, is best suited to remain in an undeveloped state. Other lands should be retained in open space to preserve its scenic character and to protect plant and wild-life communities that are unique to the Perris region. Still more of this land will be needed to satisfy the recreational, educational and other public needs of the City's future population.

The designation of land areas that will be needed to satisfy these purposes is an equally important function of the General Plan as is the guidance of future development policy. In fact, the conservation of natural resources and the protection of sufficient open spaces for future generations is a mandatory concern of the local planning process under California State Law. Through the General Plan process, the citizens of the community should inventory and evaluate all land resources that possess scenic, cultural and natural value, those areas that may pose hazards to future development and those areas that will be required to serve the recreational needs of existing and future residents. Only in this manner can an attractive as well as functional living environment be assured that preserves the environmental attributes which have made the Perris area a desirable area to live in up to the present time.

The areas of Perris that are in open space consist primarily of the flat agricultural lands to the north, the hilly areas to the west and south, and the floodplain areas that bound the city to the east and southeast. Among these open space resources is the one square mile Kabian Park site, originally deeded to the City by the Federal Bureau of Land Management, and located in the extreme southern portion of Perris. Currently under development by the Riverside County Department of Parks and Recreation, this facility is intended to remain largely a wilderness park affording the public an opportunity to appreciate the native plant and animal communities of this region. Located among the hills that provide a scenic backdrop to the City's southern section, this area is an ideal location for a regional wilderness and recreational preserve that would form an integral part of the local parks and open space system. There is great potential to add land areas to the existing park, including much of the San Jacinto River canyon, a remote area that has much natural and wilderness character and is largely under single ownership.

A similar opportunity for preserving land in its natural state also exists in the northwestern part of the City, where land has been acquired by the University of California at Riverside through private donation for use as a site for biological studies of native wildlife species. It is anticipated that additional land will be donated to the University by private landowners in order to enlarge this Rimrock Preserve. The restriction of widespread public access to this site will enhance the value of this natural land resource as a site for biological study. The establishment of the UCR Rimrock Preserve together with the acquisition of the Kabian Park site is an important start toward developing an open space pattern that will relieve the monotony of unrestricted urban growth in the Perris area in future years.

A significant opportunity for expanding this system of natural areas lies in designating some of the flood prone areas along the eastern portion of the City as open space land. In addition to the publicly owned Perris Valley Storm Drain channel, some of the adjacent lands that are under agricultural cultivation should be considered for open space designation. This will enhance the continued viability of agricultural uses, while protecting these areas from unwarranted urban expansion. The existing system of storm channels would be well suited for the development of recreational trails linking different open space areas in the Perris area, and the planting of vegetation along these routes should be encouraged in order to provide an attractive and pleasing linkage system throughout the City.

SECTION TWO

Part 1

Overall General Plan Goals

OVERALL GENERAL PLAN GOALS

The following goals are intended to represent the purpose toward which the policies and implementation measures of the General Plan are directed. They represent the long range goals toward which the planning actions within the City should be directed. While none of these broad goals is achievable within a measured time frame, the various policies, criteria, and implementation programs that are included within the General Plan text provide a means to gauge the progress being made toward these ultimate ends as the City's growth and development continue throughout the planning period.

The General Plan Goals that are presented here represent in part the conclusions expressed in the Goals and Policies Report by the Perris Valley General Plan Citizen's Steering Committee. They also include the more recent concerns that have been expressed for guiding the City's future growth in a phased and consistent manner as embodied in the interim policies that have been adopted by the City Council with respect to the General Plan Revision process. These goals take into account the need for preserving the natural and open space resources that form a part of the region's attractive environment and unique life style.

1. To enhance and preserve the small town atmosphere that is presently enjoyed by the residents of the City of Perris. Maintain the rural character of life in those sparsely populated areas of the City that are not yet appropriate for accommodating higher densities of residential development.
2. To encourage an orderly, contiguous development pattern sufficient to handle the City's expected population growth, in a manner that will preserve the City's fiscal capacity to provide the expanded public services that will be required by both its present and future residents.
3. To allow for the needed expansion of the City's central business areas in order to maintain Perris' role as the economic and retail trade center of the surrounding Perris Valley. Encourage the location of smaller self-contained retail convenience centers within the outlying residential neighborhoods in order to serve the daily shopping needs of residents while minimizing the number of auto trips needed on the City's arterial streets.
4. To encourage the development of a sound economic base for the City of Perris and the surrounding region by designating specific areas that are appropriate for the location of future light industrial plants. The City should pursue efforts to extend the public service infrastructure into the designated areas in order to provide an incentive for industrial concerns to locate within the City that can provide a stable source of employment for the City's present and expected residents.
5. To assure equal opportunity for the availability of decent, affordable and sound housing units for all economic segments of the community without regard to ethnic, racial or religious background. Ensure that sufficient buildable land area, accessible to public utilities and City services, will be available for the construction of housing units needed by low and moderate income households expected to reside within the City.

6. To preserve the City's natural and open space land resources in a manner consistent with the phased urban growth of the City. Direct future development away from areas that are subject to geological and flood inundation hazards, and prevent incompatible land uses in areas exposed to excessive noise levels and aircraft crash hazards.
7. To provide a system of open space and recreational facilities that is adequate for the needs of the City's residents by maintaining and enhancing existing parks and facilities, as well as insuring an open space form of natural areas in conjunction with the City's future physical growth.
8. To encourage the continued economic viability of existing agricultural uses within the City, especially within those areas identified as hazardous for urban development, due to periodic flooding or noise impacts. Recognize the continued importance of agricultural operations to the local economic base, and pursue all efforts possible to mitigate increases in the cost of water that would threaten the continued economic viability of agriculture in the Perris Valley.
9. Provide a safe and efficient network of local streets and arterial highways to provide for the efficient movement of inter-regional traffic through the region as well as providing a logical system of routes to connect the various sectors of the City and the central business district with a minimum of traffic and safety conflicts.
10. To ensure the consistency of planning and development policies between the City of Perris and the County of Riverside within the adopted Sphere of Influence Area as well as all other surrounding areas that bear relation to the City's future growth, in order to prevent conflicts in the future land uses of the surrounding unincorporated areas that may conflict with the rural and small town environment of the Perris Valley, or exert an unfavorable fiscal impact upon the City's existing and future public utilities and services.
11. To seek the retention and enhancement of those cultural and recreational attractions that are presently unique to the Perris area, such as the Orange Empire Trolley Museum and the privately-operated Perris Valley Airport. While minimizing the conflicts that the expansion of these uses may exert on neighboring areas, the continued importance of these centers should be recognized in terms of the contributions made to the local economy by visitors to these facilities, as well as the unique image that they create for the City as well as the Perris Valley Region.
12. In support of all these overall planning goals, to encourage the adoption of land use and development planning measures that will result in the reduction of air and water pollution, as well as energy consumption, in order to maintain or improve the existing quality of the environment that has attracted residents into the area.

SECTION TWO

Part 2

Land Use Development
Policies

The following section of Development Policies is intended to provide specific guidelines that relate to the design of all major development projects in conformance with the overall goals of the General Plan. They are intended to address development issues that are City-wide in nature, regardless of the particular location of a proposed project. By applying these policy guidelines to any proposal during the initial review process, the basic consistency of the development project can be determined before proceeding with more detailed design and specific studies.

Once the overall consistency of a land use proposal is determined through the initial review process, the project will also need to meet more detailed design criteria that would be based on the land use category that includes the project site. These development criteria, which are adopted as part of the final General Plan and organized by land use category, will include specific standards for site design, such as lot sizes and improvement standards. These criteria will also be based on an analysis of surrounding land uses and parcel sizes to assess the compatibility of the proposal with prevailing development patterns. In short, the development criteria will be used to ensure the adequacy of specific site design after a proposed project has satisfied the broader concerns and issues that are contained in this section of proposed General Plan policies.

LAND USE DEVELOPMENT POLICIES

Natural Hazards and Public Safety

A. Flooding

1. All proposed development within identified flood hazard areas, including floodways, 100 year flood plains and areas subject to shallow flooding, will be required to comply with the provisions of the Floodplain Management Ordinance No. 492 and the criteria of the Federal Flood Insurance Program. The Flood Boundary and Floodway Maps prepared as a part of the Flood Insurance Study for the City of Perris, by the Flood Insurance Administration, Department of Housing and Urban Development, shall be used to determine the regulations that are applicable to any particular development proposal.
2. Prior to the approval of any development that is proposed to be located within an identified flood hazard area, it shall be found and demonstrated that:

The proposed development will not increase the danger to human life and health, and

The proposed development is justified in terms of adequate social and economic considerations in light of the probability for property loss or damage and the need for access by emergency services in the event of flooding.

3. Full consideration shall be given to the potential for danger to life and property in downstream areas that may be caused by the increased flood heights, stream velocities and debris that could result from additional construction in flood hazard zones, in determining the acceptability of such development.
4. Each proposed land subdivision and development within floodplain areas shall be reviewed as to the appropriateness of anticipated densities and land uses in light of the need for and cost of providing disaster relief services both during and after periods of inundation, and in view of alternate sites more suitable for such development not located in flood prone areas.
5. In areas where the topography consists of well defined ridges and natural watercourses, an adequate area outside of natural drainage courses for building must be shown for all land divisions. Permitted development densities should be scaled depending upon the particular topographic and slope conditions that prevail on the site, and access routes must not interfere with natural drainage patterns.
6. Approved developments shall not result in the diversion of storm runoff into adjacent properties, nor cause any undue alteration of natural drainage courses that cannot be handled by existing or proposed storm drainage and flood control improvements. In all cases, compliance with the recommendations and conditions of the Riverside County Department of Flood Control and Water Conservation shall be required prior to development approval.

7. Higher and medium density residential developments shall be strongly disapproved within the 100 year floodplain boundaries. Commercial, industrial and recreational uses that are proposed within floodplain areas must be restricted to an intensity and scale that remains in character with the limitations of a flood prone site in view of the overall requirements of public safety, protection of property and the need for evacuation in the event of flooding.
8. The City shall encourage a comprehensive approach to the solution of drainage problems in large areas that are prone to sheet-flows and shallow flooding. This may entail the formation of assessment districts including all properties within such areas in order to finance the necessary improvements under the authority of the Riverside County Flood Control District, and according to such Master Drainage Plans as may be adopted by this agency.

B. Noise

1. The City shall recognize the value of a living environment that is quiet and free from undesirable distractions as a necessary attribute to its residential neighborhoods, and means shall be sought to reduce the effects of intrusive noises upon people and areas of sensitive land uses.
2. Developments that are proposed within intensified noise impact zones along highways, arterial or collector streets, and rail facilities shall be required to incorporate measures to reduce traffic noise impacts to acceptable levels, especially higher density residential uses. Such measures shall include an acceptable and effective combination of earth berms, landscape buffers, and architectural insulation features sufficient to reduce interior noise levels to Ldn 45 db(A).
3. Residential construction shall be strongly discouraged in those areas where exterior noise levels exceed Ldn 65 db(A), especially within the March Air Force Base aircraft noise impact contours as depicted in the AICUZ Report dated October 1979. This report should be used as a guide in determining the appropriate type of land uses as well as appropriate noise mitigation measures to be used within these impact zones.
4. In areas where present exterior noise levels exceed Ldn 65 (db)A, Commercial and Industrial land uses should be preferred over residential developments, provided no other conditions detrimental to these areas, such as periodic flooding, exist on the site. Care must be taken, however, in locating these uses in areas that are subject to aircraft accident potential, especially in light of the concentration of people that may be associated with these uses. Industrial plants that may pose a safety hazard to air navigation due to air emissions, building heights or other factors, should not be located under aircraft operations areas.
5. Special studies should be initiated to assess the impacts of noise on sensitive land uses within the City. This would include the monitoring of noise levels surrounding schools, recreational facilities and hospitals. A survey of the area surrounding the Perris Valley Airport

should also be initiated in order to assess the impacts of present and projected air operations on land areas that may develop in the near future.

C. Slope and Geologic Hazards

1. Developments in all areas where the natural slope exceeds 10% shall be designed in a manner to minimize the extent of grading, mitigate any seismic or geologic hazards that exist on the site and enhance the natural and scenic aspects of the site through design concepts that harmonize with the land topography in the vicinity of the project.
2. All grading should be designed to follow as closely as possible the natural contours of the site. Cut and fill slopes should be limited to a 2:1 ratio with a maximum height of 10 feet. Where this height must be exceeded, mitigating measures such as an increased slope ratio, terracing and irrigated landscaping should be incorporated into the grading plan.
3. Densities in all hillside areas shall be governed by a Slope-Density Matrix that will be contained within the General Plan Development Criteria. This matrix relates maximum parcel size by each land use category to the degree of natural slope existing on the site, which may be more restrictive than the maximum density permitted under the overall General Plan land use designations. While development may be "clustered" on one portion of a project site, the average residential density shall not exceed that which is specified in the Slope-Density Matrix based on total project acreage.
4. The transfer of density within a project area is permitted in order to more fully utilize the buildable areas of the site. This design concept is encouraged to take place under the provisions of the Planned Unit Overlay Zone, incorporating features of site design that are in harmony with the natural environment, while preserving common areas for open space preservation and community recreation facilities. Portions of any project site that exceed 25 to 30 per cent slope should be retained in permanent open space. Favorable consideration should be given to proposals that will preserve distinct natural features such as rock outcroppings, riparian courses and native stands of trees.
5. All developments that are proposed in areas subject to seismic hazards or possible slope instability shall include adequate design measures to minimize the possible loss of life and property. The existence of such hazards that may result from groundshaking, landslides or other geologic factors shall be determined on the basis of the Seismic Hazards Map that has been adopted as a portion of the Seismic Safety and Public Safety Element of the Perris General Plan, prepared by Envicom Corporation, 1976. This Element also identifies areas of possible faulting and geologic hazards, where further detailed geological study in order to determine the exact nature and extent of such hazards will be required prior to approval of development projects within those identified areas.

D. Fire Protection and Safety

1. All development proposals should demonstrate an adequate fire response time and capability based upon the scale, intensity and proposed densities of the particular project.
2. Each development must prove the existence of a sufficient water supply and pressure level that is adequate for the suppression of structural fires. Required water lines and fire hydrants must be installed in accordance with the standards of the Perris Fire Department.
3. In outlying areas such as within the Rural Residential category, where a public water supply is not readily available, adequate precautions against the hazards of wildland brush fires shall be taken. The provision of emergency access routes to all newly created lots, in addition to local public street extensions, may be required. The provision of fuel-breaks and the clearance of vegetation around all development may also be required.
4. All residences and other structures must have address numbers that are clearly visible from the public street. Driveway entrances may not exceed a 15% grade, in order to provide reasonable access for fire fighting and other emergency vehicles.

Infrastructure and Public Services

A. Water Supply and Sewage Disposal

1. All proposed land divisions shall have available to each recorded lot a potable water supply and adequate provision for sewage disposal prior to the approval of occupancy for any structures constructed thereon.
2. Each lot in an approved subdivision shall be served by a public domestic water supply. This requirement may be waived for proposed developments within the Rural Residential, Agriculture and Open Space land use categories, provided that an extension of service from the nearest public water facilities is deemed economically unfeasible, and that well water on the site meets the applicable standards of the Riverside County Health Department and the Regional Water Quality Control Board.
3. The capacity of existing water storage facilities to provide an adequate reserve supply and pressure for fire fighting needs shall be taken into consideration when reviewing development proposals. Mitigating measures to be provided at the developer's expense may be required when needed based on proposed development uses and densities.
4. All provisions for sewage disposal within any approved land division or development project within the City of Perris shall meet the standards of the Riverside County Department of Health and the Regional Water Quality Control Board.
5. All proposed commercial, industrial, and residential developments of two or more units per acre shall be required to be served by a public sewer collection system, provided that such sewer system has previously

been extended adjacent to the site or to existing contiguous development. If sewer facilities do not presently exist within a reasonable distance of the site, or the community sewer system is operating at or above capacity, the installation of a dry sewer system will be required as an interim measure.

6. Individual lot subsurface sewage disposal will be permitted within Rural Residential, Agriculture, and Open Space land categories, provided such systems meet the criteria of the County Health Department and the Regional Water Quality Control Board. These review criteria include such factors as depth of groundwater levels, soil percolation rates, distance from wells and drainage courses, and lot size and surrounding densities. In all other land categories, individual lot sewage disposal will only be approved as an interim measure pending the extension of a public sewage system within a reasonable time period.
7. The minimum parcel size in developments that will rely on subsurface sewage disposal systems may be restricted by the need for an adequate leach line area, including reserve capacity, as determined by the appropriate review agencies. This requirement can be applied in addition to other criteria mentioned above, including the parcel sizes designated by the applicable General Plan Category and existing zoning provisions.

B. Circulation Standards

1. Improved street access shall be provided to all new parcels in accordance with the standards of the Circulation Element and applicable sections of the Subdivision Ordinance.
2. Successive land developments should occur in a contiguous manner, so as not to be dependent on the possible future extensions of improved roads through intervening land areas or properties.
3. Local street layouts shall not impair access to adjacent undeveloped properties, nor should they adversely effect or constrain future land divisions that are in accordance with the density and land use provisions of the General Plan.
4. Local street patterns shall be logically related to the overall network of arterial and collector streets as provided for in the Circulation Network. Driveway entrances onto surrounding arterial, secondary and major streets should be restricted in all possible instances, and through traffic on interior residential streets should be minimized.
5. Curvilinear street layouts based on the topography and site characteristics should be strongly encouraged. Street layouts should also be planned to avoid excessive storm water runoff. Adequate storm drainage facilities shall be provided when necessary.
6. All parcels proposed within high fire hazard areas shall receive special consideration in terms of access and circulation. All parcels must be accessible to emergency vehicles and fire fighting equipment and alternate means of access may be required.

7. Local street design shall be in conformance with the street patterns of adjacent developments, and the level of improvements must conform with that already existing in neighboring areas.
8. Easements for through access by pedestrians should be provided where appropriate, especially to provide access from developments to neighborhood shopping facilities, schools and local park and recreation facilities. Access walks should especially be provided through long or irregularly-shaped subdivision blocks.
9. Bicycle lanes and paths shall be dedicated and improved where required by the adopted Bikeways Master Plan. This plan will place special emphasis on the travel routes most in demand, major destinations of bicycle travel, and sections of roadway where safety impairments are most critical.

C. Police and Fire Service

1. All new developments should be located within an adequate response distance for police, fire and emergency services. Response time should not exceed five minutes for Industrial, Commercial and Low to High Density land use categories, and should not be in excess of 10 minutes for Rural Residential and Agricultural categories.
2. Developments that are proposed in areas where these criteria cannot be met, especially in outlying regions that are exposed to high wildland and brush fire hazards, may be required to mitigate such hazards through provision of emergency access routes, reserve water storage capacity, sprinkling systems or provision of fire fighting equipment.
3. Proposed developments should be designed with the concept of crime prevention, such as 'defensible space' kept in mind. The police department should be afforded the opportunity to review proposed site plans for incorporating such criteria, as well as advising on the adequacy of existing staff levels to protect and serve any future developments.

D. Schools and Recreational Facilities

1. Adequate enrollment capacity in the local school districts that is sufficient to accommodate the projected residents of a proposed development should be demonstrated prior to project approval. Where such capacity does not exist at the present time, the developer shall offer appropriate mitigating measures, such as dedicating land for school purposes, or providing temporary school buildings.
2. Under the authority of AB 201, the City Council can require the assessment of a per unit fee on all new residential development provided any local school district makes a finding that its facilities are seriously overcrowded. These development fees would be used to provide temporary school facilities to handle the enrollment demand created by new residential units. This financing method should be investigated by both the City and School Districts, so that it may be implemented when it is determined that school facilities have been seriously overcrowded.

3. The City should encourage to the maximum extent feasible the provision of adequate park lands and recreational facilities to keep pace with the demand created by new residential developments as the City's population grows. Larger scale multifamily and single family projects should provide such land and facilities within the total project design as much as possible. This design concept is encouraged by the Planned Unit Overlay and Zero Lot Line sections of the Perris Zoning Ordinance.
4. The City should consider the adoption of a per unit park and recreation fee for all new residential units where park land and facilities are not provided as part of the project itself. The fees collected would be placed in a separately administered Parks and Recreation Fund, to be used for the acquisition and development of neighborhood parks lands and facilities in accordance with the locations and standards included in the Recreation Element and policies of the General Plan. This concept has already been adopted in the R-2 Zero Lot Line Ordinance.

E. Storm Drainage and Flood Control Facilities

1. All proposed subdivisions and development projects shall include local storm drainage improvements as well as abutting flood control channel improvements to the satisfaction of the City Engineer and the Riverside County Flood Control District, prior to the occupancy of any structures. Culverts and bridges that are required within the local street system must also be provided at the developer's expense. The developer may also be required to participate in the financing of bridges or structures that serve a larger surrounding area in proportion to the benefit received by the particular project. This may be accomplished by participation in a local assessment district that has been formed to provide district-wide flood control improvements and bridges.
2. The design of all new subdivisions and developments should allow for drainage and flood control requirements through the use of environmental "greenbelt" channels to conduct natural runoff where feasible and justified to provide an adequate degree of safety to residents and surrounding properties. This concept can allow for a linked system of open space providing an attractive natural setting for developments, as well as for a network of recreational trails.

Environmental Resources, Conservation and Open Space Preservation

A. Open Space and Conservation Policies

1. The City shall seek to preserve and maintain those land areas that are of a unique quality and importance as habitats for wildlife and the rare and endangered species that are characteristic of the region. Specifically, the role and function of the University of California Rimrock Preserve and the Roy W. Kavian Regional Park in serving these ends shall be enhanced and maintained, and these sites shall be protected from the intrusion of incompatible land uses into adjacent areas.
2. A program for the identification of other areas of possible importance for environmental preservation should be initiated, including natural riparian habitats, stands of native trees and areas of distinct land-

forms or exceptional scenic view. This inventory should identify those natural features that should be protected from alteration by future development due to their unique attributes.

3. Means should be found by which open space and natural areas within the City can be linked in order to form a system of recreational trails as well as provide a scenic backdrop to the City's physical form of projected urban growth.

B. Agricultural Preservation

1. The continued viability of agricultural uses within the City shall be enhanced by discouraging the premature expansion of urban land uses into areas that are presently devoted to large scale agricultural production, and that are beyond the present range of urban infrastructure such as sewer collection facilities and improved roads. Future residential and urban growth should occur in a logical and contiguous pattern, so as not to exert an undue influence on agricultural land values or operations.
2. Minimum parcel sizes resulting from future land divisions within and adjacent to agricultural areas should be restricted to the extent necessary to ensure the continued economic viability of agricultural enterprises, as well as to prevent the intrusion of urban development of a scale and intensity that would be incompatible with continued cultivation.
3. For land areas that are expected to remain in agricultural production throughout the planning period, the City should encourage, with the consent of the affected property owners, the formation of agricultural preserves under the provisions of the Williamson Act. This would provide a mechanism for limiting the real property tax assessment levels, based on a long-term, renewable contract to restrict the use of such land to agricultural production.
4. Undeveloped lands within the City's boundaries that are located within the 100-year flood plain as shown on the Federal Flood Insurance Rate Maps and Floodway Boundary Maps should be placed in an Agricultural - Open Space land use designation. This action will further the General Plan goals of protecting future development from the hazards of flood inundation as well as encouraging the continuation of agricultural uses in suitable areas and ensuring a system of open space lands within the City.

C. Recreational Resources

1. The City shall foster the development of a system of community and regional parks and recreational facilities. This would include the continued development and enhancement of the Roy W. Kaban Regional Park site in cooperation with the Riverside County Department of Parks and Recreation as a major recreational and open space resource for the residents of the Perris Valley Region.

2. The City should update its inventory of both public and privately-owned existing recreational sites, and develop a program for their more complete utilization within the City's parks facilities plans. A list of potential sites that can be acquired for neighborhood and community park sites should be compiled, and a priority list for funding the purchase of such sites established.
3. The feasibility of utilizing the rights-of-way of the Perris Valley Storm Channel and the San Jacinto River Flood Channel for a network of recreational trails, including equestrian or bicycle paths, should be investigated. With the planting of landscaping along the banks of these channels, these drainage channels could become a scenic and attractive component of the City's open space and recreational system.
4. Future neighborhood and community park sites should be combined with existing and proposed school sites to the maximum extent feasible. Planning activities for these facilities by the City should be coordinated with the capital improvements programs of the local school districts.
5. The City should consider requiring developers to make dedication of parkland or pay in lieu park fees based on the number of residential units, as a condition of subdivision map approval. Other mechanisms such as the Zero Lot Line Ordinance and the Planned Unit Overlay can be used to encourage the inclusion of recreational land and facilities within new developments.
6. A Master Bikeways Plan should be developed in order to provide a safe and convenient alternative to the automobile for travel within the City and its vicinity. This plan should be based on the location of points within the City that provide the greatest demand, such as schools and local parks, and the safest and most feasible routes that connect these points. The Bikeways Plan should be coordinated with that of Riverside County, so that routes can eventually be extended to regional attractions such as Lake Perris. Adoption of such a plan will make available to the City transportation funds from the State to assist in the development and improvement of bicycle routes.
7. The City should make the maximum possible use of grant money from the State Parks Bond Act Program as well as other state and federal sources to assist in the acquisition and development of adequate park facilities for its present and expected residents.
8. The role of major recreational centers in the Perris Valley such as the Lake Perris Reservoir, the Orange Empire Trolley Museum and the Perris Valley Airport should be enhanced through the City's long range planning program. These centers should be protected as much as possible from the intrusion of incompatible neighboring land uses, and their identity as visitor attractions that are unique to the Perris Valley Region should be retained and promoted. Nearby sites should be identified that are appropriate for moderately-priced transient accommodations, such as recreational vehicle parks and public campgrounds, to serve the needs of short term visitors to these recreational attractions.

Community, Historic and Scenic Resources

A. Historic Structures and Districts

1. A survey of all older buildings within the City of Perris should be undertaken to identify those structures that have particular historic value as to their architectural styles or importance in the growth and development of the Perris Valley. Efforts should be launched to ensure the long term rehabilitation and preservation of those structures that are identified as local historical landmarks. Procedures for obtaining County or State Historic Landmark status for buildings that are of particular importance or outstanding quality should be initiated in co-operation with the Riverside County Historical Commission.
2. The City should examine the feasibility of establishing a district for historic preservation on the presently unoccupied portions of the Santa Fe Railroad property in the downtown area just south of the Perris railway depot building. This would provide an excellent site for the relocation and preservation of older historic buildings in the City that may otherwise be threatened with demolition. In conjunction with the well-preserved depot building, such a district could become a unique focus for the Perris business district, providing an attractive center for visitors while imparting a distinctive atmosphere to the City that would be an economic and aesthetic benefit to the community.
3. The eventual expansion of the Orange Empire Trolley Museum operations along the Santa Fe right-of-way into the center of town should be encouraged as a means of reinforcing the role of the downtown area as an historical and cultural center for visitors, in accordance with the concept outlined above. The extension of a trolley-transit line into the business district would reinforce this area as a retail-transit center for visitors to the Trolley Museum. Upon implementation of expanded trolley operations, adequate provision for safety warning devices at all street crossings is needed, as well as coordination with the freight operations of the Santa Fe Railroad.
4. Efforts shall be made to identify and preserve all significant archeological resources on the site of a proposed development project. Based on existing inventories of archeologically significant areas, a site survey and reconnaissance by qualified archeological professionals may be required as a part of the environmental assessment of a development proposal. Required mitigating measures may include the retrieval of artifacts from the site, or the preservation of an archeological site in its existing state after appropriate study prior to construction. The survey and inventory of such archeological resources shall be conducted in cooperation with the Archeological Research Unit of the University of California, Riverside.

B. Community Design and Scenic Highway Routes

1. A high quality of aesthetic design should be encouraged in the development of the City's residential, commercial and industrial areas. Effective landscaping treatment, including the planting of street trees, should be required as a part of all new developments. In commercial districts, the use of landscaping in parking areas should be

implemented in order to soften the visual impact of paved areas, and to provide an attractive environment for shopping. Landscaping in industrial areas will contribute to the creation of an industrial "park" setting, and the use of plant materials can serve as an effective barrier to unsightly out-door activities, as well as shielding neighboring land uses from excessive noise impacts.

2. The City should adopt a revised Sign Ordinance that includes standards for uniform control of all on-site and building advertising and identification signs. Besides specifying the size and placement of signs, this ordinance could provide for special themes in certain parts of the City, for instance, the downtown area. A special study should be directed toward the control of signs and billboards along highways and at entry points to the City, especially along designated scenic highway routes.
3. The City should encourage the official designation and protection of a network of scenic roads and highways throughout the region that is consistent with proposed County and State scenic highway routes. A study of the State Highway 74 corridor should be conducted to determine whether it is feasible to seek official adoption of this roadway as an official component of the State Scenic Highway System, given the constraints of existing land use and development adjacent to this route. As an alternative, Goetz Road between its intersection with Mapes Road and the Kabian Park site in the hills to the south of town could be designated as a local or County scenic road. In addition, any proposed bypass route designed to handle cross town traffic now using State Route 74 should be designated as a potential scenic corridor before construction begins, so that adequate protective measures may be adopted in advance of future development.

SECTION THREE

Part 1

Land Use Category
Descriptions

LAND USE

CATEGORY DESCRIPTIONS

The following land use categories are intended to implement the overall goals and policies of the Perris General Plan. They provide a means for allocating the land areas within the City of Perris to the various types of development that are desirable in the community's future growth pattern. The descriptions below outline the purpose and function of each land use category, and state the basic policy criteria of the General Plan that they must meet. A proposed development on any site must meet all of the Plan's policies and specific development criteria relating to the type, density and location of such development. In other words, a particular site may be consistent with more than one land use category, depending upon the proposed development's characteristics and ability to meet the various policies and criteria contained in the General Plan. In a similar way, a development proposal could be determined incompatible with the Plan policies due to the site's distance from available public services and existing development of similar densities.

Rural Residential - Light Agriculture (0 - 2 units per acre)

This category is designed for the outlying areas of the City where a very low pattern of residential density currently prevails, and where it is desirable to retain a rural lifestyle that is characterized by individual large lot development with limited agricultural uses such as truck farming and the raising of farm animals. This designation should be used in those areas that are not contiguous to the built up urban portions of the City, and that are beyond the range of the feasible extension of public utilities and improved streets in the near term future. Besides serving as a means for protecting rural areas from premature urban expansion, this category can serve as a 'buffer zone' between those areas that should remain in an open space designation due to environmental constraints or natural resource value and the portions of the community that are projected for higher intensity land uses.

Low Density Residential (3 - 7 units per acre)

This designation is intended for the majority of the land area in the City that is allocated by the Plan for residential uses. Typical of the development that is consistent with this designation would be single family home tracts as well as mobile home subdivisions. The use of the Planned Unit Overlay concept to "cluster" dwelling units is encouraged in environmentally sensitive areas, such as flood hazard zones or areas with steep topography.

Development in the low density category should occur in a contiguous manner that is consistent with the phased extension of the physical infrastructure of services needed by development of this type. Individual development proposals should only be approved where they are adjacent to areas that are already built up to similar density levels, have the required public utilities and possess improved local street systems.

Prior to the approval of development in accordance with this category, the full range of public utilities and services should be available to the site, including domestic water and natural gas lines as well as a public sewage system that is connected to existing collection and treatment facilities. The site must be

adjacent to a presently existing network of improved public streets, and must not be dependent for access upon the possible future extension of roads or streets across intervening, undeveloped property. If all of these conditions are not pre-existing at the time of application for development approval, the developer would be required to insure the financing and construction of such improvements prior to final approval of subdivision or construction permits.

Medium Density Residential (8 - 15 units per acre)

This category is appropriate for those areas which are within or adjacent to the City's 'core area' where the public service infrastructure that is required by higher density developments is already in place. This designation includes multiple family developments consisting of duplex, triplex or fourplex structures, garden style apartments as well as the zero lot line design concept.

Developments that are approved under this category should exhibit a spacious appearance incorporating landscaped recreational open space as well as required off street parking facilities for the benefit of the project residents. This type of development should be located in proximity to collector streets and traffic arterials so as not to place undue traffic burdens on local streets that serve adjacent lower density developments. These projects should also be located within reasonable distance of shopping facilities as well as schools in order to provide a reasonable level of convenience for the residents.

Multifamily - Professional Commercial Mixed Use (16 - 30 dwelling units per acre)

This category, which is designed for use within the City's developed core area, is intended to provide an environment for higher density multi-family residential projects including walk-up apartments and town house structures near the downtown area of Perris. At the same time it allows commercial uses of a limited nature to complement the central commercial district while providing a buffer use to enhance the liveability of the surrounding vicinity. The types of business uses allowed under this mixed use concept would include medical and dental offices, real estate firms, accountants and financial services, and other professional services that are limited in scale and rely on direct personal contact. Applying this type of use category to the areas that are in close proximity to the downtown retail area serves to concentrate higher density development in the central core area while ensuring the economic use of higher-valued land that surrounds the commercial uses that are located in this sector. Projects that locate within this development category must comply with high standards of site design and incorporate adequate buffering measures to protect residents from the concentrated impacts of nearby commercial activities and traffic.

Neighborhood Convenience Centers

This category is designed to allow for the location of small and limited scale commercial uses adjacent to residential areas to serve the day-to-day shopping needs of nearby residents in the peripheral areas of the City. Proposed projects should demonstrate a real market need for such uses, and in no case should they be of the type that would attract customers or traffic from areas that are outside of the immediate vicinity. Any development approved will be conditioned upon the installation of adequate buffering measures such as landscaping or permanent walls that will mitigate impacts on neighboring developments. Signs and lighting should be limited to a degree that they will not impact neighboring residences.

The locations indicated for such neighborhood convenience centers on the advisory map are conceptual only, and should not be interpreted as precise locations allowing only such centers. They are depicted in the general areas which may be acceptable for such commercial uses upon the full development of outlying City areas. A specific site for such centers would be approved upon application provided that all plan policies and criteria are met in the particular case.

General Commercial

This category is intended to provide for the full range of retail, service, professional and financial concerns that are essential to the City's local economy as well as to serve the surrounding trade market area in the Perris Valley. This land area will basically be within the area of the City's existing downtown commercial area, along with adjacent vacant and underutilized areas that will be sufficient to accommodate the foreseeable need for additional major commercial uses to serve the projected increases in population within the ten to twenty year planning period.

Development within this area should be controlled in a way to ensure an attractive downtown area incorporating landscaping and the planting of street trees. Adequate off-street parking and proper traffic controls must be implemented in order to minimize conflicts with through traffic or downtown streets. It may be helpful to designate existing sites that are largely vacant or underutilized as parking facilities that could be jointly used by neighboring business establishments.

Some commercial uses of a service nature, such as auto repair and body shops, contractors storage and work yards, and machine shops or warehouses, provide services that are necessary to the community, yet because of their nature they may exert undesirable impacts on the immediately surrounding community. This is due to their special characteristics which may include the unsightly appearance of outdoor work areas, noise from their operations, and safety considerations. While these types of concerns benefit from locating in central, easily accessible locations in the commercial core area, strict measures should be taken in approving such uses to ensure that the surrounding area, and especially neighboring commercial or industrial uses, are protected from any adverse impacts that may be related to these establishments. The conditional use approval process should be used on a case-by-case basis to determine the appropriateness of each proposed use on the specific proposal site, and to ensure the inclusion of adequate screening and buffering features as well as mitigating measures to ensure public safety as required. As an alternative to the central commercial district such service commercial uses could be encouraged to locate within Industrially designated areas to the south or east of the City's developed core area, while still maintaining a high standard of site design and benefitting from good access provided by major circulation routes.

Industrial

This category is intended to provide for the manufacturing uses that will constitute an economic and employment base for the community and the surrounding Perris Valley region. Industrial sites should be level and provide enough developable land area in sufficiently large parcel sizes to encourage the location of industries that are large enough to provide a stable, long term

employment base for the local economy. Adequate access from the arterial street and highway system, with a minimum of traffic conflicts in existing developed areas, is essential for the City's designated industrial areas. Provision for railroad access to such properties where necessary should also be taken into consideration.

Future industrial uses should be directed away from areas that are located within designated flood plain boundaries, or that are subject to other environmental hazards or constraints. Alternate sites for industrial expansion that are not in direct proximity to the built-up areas of the central city should be designated in order to minimize traffic safety and other adverse impacts on established residential and commercial areas. Industrial location in areas subject to aircraft noise zones should be favored over residential uses, provided these industrial uses are not incompatible with air navigation safety or located in areas identified as excessive crash risk zones.

General Plan policies should be directed toward attracting primarily light industrial firms into the City, such as electronics, research and assembly uses, rather than heavy industrial operations that produce air pollution and other adverse environmental impacts. Industrial park development should be highly encouraged, incorporating attractive architectural and site design amenities such as landscaping. Zoning provisions should be adopted that will set standards for this type of industrial park development, as well as setting adequate performance standards to control such effects as noise, air emissions and odors. Proposed uses that would pose special hazards to the community, such as chemical manufacturing plants, must be subject to stringent regulations that will reduce the level of risk to an acceptable level and remain within the response capability of the City's emergency police and fire services. Proponents of such uses shall bear the burden of proof that such operations can operate within reasonable safety standards prior to development approval. The conditional use permit procedure should be used to provide on-going monitoring of such establishments.

Open Space - Agriculture

This land use designation is intended for those areas which possess unique characteristics in terms of land forms or wildlife habitat, are hazardous or unsuited for development due to steep slopes, geologic hazards or flooding, or are devoted to long term agricultural production. This designation is proposed for the Kabian Park site and surrounding areas to the south of the City, as well as the Motte Rimrock Preserve which is located in the rugged area northwest of the urbanized part of Perris. Both of these areas are intended to be preserved as open space in a wilderness status for the protection of the natural vegetation and habitat. In addition to the educational and recreational benefits that will result from their preservation status, the designation of these areas as open space will enhance their role as a natural and scenic backdrop for the developed areas of the City, retaining contrast as well as a pattern to the urban form of the community.

The Open Space Category should also be applied to lands that exhibit particular hazards for substantial development activity, such as areas identified in the Seismic Safety Element as having slope stability or ground shaking hazards, and especially those land areas that are subject to 100 year flood inundation as indicated on the Federal Flood Insurance Administration maps. These include large areas in the eastern and southeastern portions of the City paralleling

the Perris Valley Storm Drain and the San Jacinto River Channel. As much of this land area is presently under agricultural cultivation, this existing use should be retained by the use of the Open Space - Agriculture Category in order to prevent development to a scale or intensity that is inappropriate for flood prone areas.

It is proposed that the Open Space Preserve Category be applied to all intensive agricultural uses in the City, including dairies, chicken ranches, stables and areas that are under extensive cultivation such as irrigated field crops. Also included in this category would be agricultural preserves whose land use is restricted to agriculture under long term contract governed by the Williamson Act. The use of this protective mechanism should be sought for those land areas that are expected to remain in agricultural production throughout the ten to twenty year planning period due to their remoteness from existing public utilities and services and improved road network. Retention of these areas in an agricultural-open space designation will also aid in protecting and enhancing existing intensive agricultural operations as a stable, long term component of the local economic base. Again, it should be reiterated that the Open Space - Agricultural designation is appropriate for those presently undeveloped land areas that lie within identified floodways and 100 year flood plain limits in order to protect these areas from encroachment by intensive urban development and promote ongoing land uses that are in character with the natural limitations and hazards that are experienced in these areas.

Commercial Recreation and Visitor Centers - Industrial

This land use category comprises those areas that have particular historic or recreational importance which is unique to the Perris Area, such as the Orange Empire Trolley Museum and the Perris Valley Airport. Since these places attract many out-of-town visitors and constitute an important segment of the local economy, General Plan policies should be directed towards preserving these enterprises which are a special attribute of the Perris Valley region from incompatible adjacent land uses, while allowing for the reasonable expansion of their facilities over the long range planning period. Special studies directed toward the issue of the ultimate growth and level of activity of the privately-owned Perris Valley Airport will be needed in light of its predominant role as a center for airports such as sky-jumping and glider flights and because of the potential conflicts which may arise with surrounding land uses as a result of increased recreational activities as well as associated aircraft operations in the future.

The feasibility of providing areas in close proximity to the Trolley Car Park and Airport for low cost transient accommodations such as recreational vehicle parks, overnight camping or motel rooms should be investigated. With proper controls on their location and scale, such facilities can reinforce the role of these cultural and recreational attractions in the community, and encourage their contribution to the local economic base through the patronage provided local businesses by short term visitors staying within the area.

Because of the number of existing industrial uses in this area, and in light of historical land use and zoning trends in this vicinity, it is proposed that certain industrial uses also be considered compatible with this land use category. Future industrial uses can be governed by a conditional use review process, whereby proposals could be assessed in the light of performance standards to be prepared by the staff. For instance, some industrial uses may be more compatible than other uses in the land areas immediately bordering the Perris

Valley airport, due to safety factors, relating to air navigation and the associated noise impacts. The entire area comprised by this land use category should be the subject of a Specific Plan, which would outline the precise land areas which should be designated for commercial, visitor or industrial uses, based on appropriate studies as well as existing land use patterns. An additional Visitor-cultural center that should be considered in future planning for the community is an historical preservation site in the downtown area near the old railroad depot. This kind of center could be effective in enhancing the environment of the City's main commercial district while providing linkage with existing cultural and civic centers. Efforts should be initiated to acquire the use of vacant railroad right-of-way land just south of Fourth Street as a site for the preservation of historic buildings within the City by relocation to this area. With the possible extension of the Trolley Museum operations northward along the Santa Fe tracks to the center of town, a unique and very attractive focal point can be created in the City's center against the backdrop of the well-preserved historic depot site. This kind of community center can be extremely effective in portraying an improved community image to residents and visitors alike, while accenting the distinctive historic and cultural attributes already possessed by the community.

Public Facilities - Educational Use

This land use category is used to designate existing publicly-owned facilities such as the City and County Administrative Center, public school sites and publicly-owned operations and maintenance centers. The orderly and reasonable expansion of these facilities to the degree necessary to provide a continued level of service and convenience to the City's present and expected residents should be provided for in the City's long range planning policies. Future land use policies and zoning actions should be directed towards protecting these facilities from surrounding development and uses that would be obtrusive or detracting from their effective functioning. Land uses in the close proximity of governmental offices, schools and park facilities should be restricted to residential developments of appropriate densities and limited professional office type commercial uses which will not detract from the effective functioning of these public use centers.

The probable locations for future public facilities such as schools, neighborhood parks and fire stations are indicated by symbols on the Advisory Land Use Map or Open Space/Recreation Resources Map in those areas where a need is projected upon full development to anticipated population densities. These symbols on the map, however, should be interpreted as advisory only, and not to indicate any specific land parcels that would be under consideration for public acquisition. Rather, the Plan attempts to identify those areas that will require additional public facilities at some time during the planning period. The ultimate location of any new schools, fire stations, or parks would depend upon the specific actions by the agency responsible for funding acquisition and construction. All future facilities that are proposed by any governmental agency in the planning area should be referred to the Planning Commission of the City of Perris for determination of consistency with the General Plan goals and policies.

SECTION THREE

Part 2

Development Criteria
by Land Use Category

DEVELOPMENT CRITERIA

Rural Residential - Light Agriculture Category

RANGE OF INTENDED LAND USES: Very low density, scattered pattern of single family residences, with associated limited agricultural uses and raising of farm animals, including related accessory structures.

1. Parcel Size: Minimum of one-half acre gross lot size, or 20,000 square feet lot area, exclusive of street and public use dedication. Required lot sizes may be scaled up to size of 5 acres based on zoning suffix or slope-density matrix in environmentally sensitive areas or where the natural slope exceeds 10%.
2. Surrounding Land Use and Lot Sizes: In order to discourage the premature expansion of scattered development into primarily open areas, proposed land divisions should not result in an intensity of land use that is not in character with prevailing lot sizes in the vicinity. As a general criterion of review, at least 25% of the existing parcels within a one-half mile radius of the proposed site should be comparable in size, or smaller than, the lot sizes to be created by a land division in the Rural-Agriculture category.
3. Public Service Infrastructure:
 - a. Water: When economically feasible, each lot must be served by a public domestic water system prior to commencement of construction. In all other cases, domestic water supply provided by private wells on the site must meet the standards set by the Riverside County Health Department and the California Regional Water Quality Control Board.
 - b. Sewage Disposal: In rural areas that are characterized by low residential densities, and which have adequate soil and topographic conditions, individual on-site sewage disposal systems such as septic tanks may be approved. All permitted individual sewage disposal systems must meet the criteria of the Riverside County Health Department and the Regional Water Quality Control Board.
 - c. The minimum lot size required in a proposed Rural development may be increased based on the area that is required for septic tank leach lines or filter field area, including reserve capacity, as determined by the County Health Department or Water Quality Control Board. This requirement may be more restrictive than the minimum lot sizes or densities that are provided for in the General Plan Land Use Category and Policies or Zoning Code standards that apply to the specific proposal site.
 - d. Rural category developments that propose a density of two or more residential units per acre and which are contiguous to areas that are developed to urban densities that have public utilities and improvements installed, may be required to make provision for the extension of public sewage service as a condition of final approval. This may include such interim measures as evidence of financial participation in a project to construct necessary sewer collection facilities, or the

installation of dry sewers when there is insufficient local sewer collection or treatment capacity at the time of development approval.

4. Public Safety:

- a. Each development that is approved within the Rural-Agriculture Category should be located within 10 minute fire response time capability. In peripheral areas where this response capability cannot be demonstrated at the present time, mitigation measures such as additional access routes, reserve water storage capacity and fire resistant construction measures may be required.
- b. Proposed developments that will be located within areas identified as having a high fire hazard potential, such as open areas characterized by native vegetation and brush lands, must incorporate fire resistant features in all structures, as well as providing for alternate access routes, an adequate fire flow capacity, and other measures as may be deemed necessary by the Fire Chief. Prior to construction taking place pursuant to any development approval, the implementation of measures that will ensure the continued clearance of brush and all combustible materials around structures must be guaranteed to the satisfaction of the Fire Department.
- c. New developments which are approved should not create a demand for police patrol and crime prevention services which exceed the present staffing capability or projected funding levels of the Police Department.

5. Site Development Standards:

- a. Residential architecture of a low profile, ranch style that is compatible with the rural surroundings should be encouraged. Accessory structures that are used for the housing of farm animals or in connection with small scale agricultural uses should not detract from the overall appearance of the neighborhood, and should be properly screened from neighboring properties.
- b. Landscaping measures such as the planting of trees should be carried out as a part of new rural developments or individual home construction. The use of native, drought-resistant plant materials is appropriate in rural category developments, especially in areas where domestic water supplies may be limited.

6. Local Circulation Standards:

- a. Prior to the final approval of any proposed land division within the Rural-Agricultural Category, adequate improved road access to each newly-created parcel must be provided. This requirement shall include the grading and improvement of access routes that cross neighboring properties, as necessary, to connect with the nearest existing fully improved public road.
- b. Local street improvements in new rural subdivisions shall be equivalent in level to those already existing in contiguous areas that have been developed to similar residential densities. In peripheral areas that

are not immediately adjacent to existing developments, the use of Rural Street Standards in new subdivisions or parcel map divisions may be encouraged. These standards would include narrower local street widths with the use of rolled curbs and reduced street lighting requirements on those streets that provide access only to local properties and which are not required to carry through traffic as designated on the Circulation Element Map.

- c. Street layouts and lot configurations should be designed to minimize the amount of grading and alterations to natural land-forms that is required prior to construction. Adequate sight distances as well as horizontal and vertical alignments should be maintained to ensure traffic safety, and maximum street grades should be limited to 15%. Street design shall provide for the safe conveyance of storm water runoff with a minimum of improved flood or storm drainage channels that would require ongoing maintenance.
- d. Adequate provision shall be made for access to individual residential properties, as well as sufficient off-street parking for residents and guests, in accordance with the development standards of the Zoning Ordinance. Address numbers shall be placed adjacent to the curb, or be clearly visible from the public street, in order to provide clear identification for emergency services.
- e. Dedication of rights-of-way for all recreational, bicycle or equestrian trails that are shown on the General Plan Recreation Element or Bikeways Master Plan shall be made as a prerequisite for development approval or issuance of construction permits.

Low Density Residential Category

RANGE OF INTENDED LAND USES: Single family, low density development as typified by normal residential subdivisions that contain a full range of public improvements and services, and which are located in close proximity to shopping areas, schools and park and recreational facilities.

- 1. Parcel Size: Minimum 6,000 square feet lot size, ranging up to 20,000 square feet as determined by appropriate zoning suffix and other applicable development standards and criteria.
- 2. Surrounding Land Use and Lot Sizes: Proposed developments in the Low Density category shall be contiguous to an area that has been previously developed to a density which is similar to that being proposed. For an area that is not directly contiguous to an existing low density residential development, a criterion based on radius review of prevailing lot sizes in the vicinity should be applied to ensure the proposed development's compatibility with existing patterns of densities and land use intensity in the immediate surrounding area. As a general rule, at least 35 to 40% of existing legal recorded lots within a one-quarter mile radius should be equal to or smaller than the parcel sizes that are proposed by a development application in the Low Density Residential land use category.

3. Public Service Infrastructure:

- a. Water: A domestic water supply that is provided by a public utility system must be provided to each lot or bonded for installation prior to final approval of any Low Density Residential development. Evidence of a fire flow capacity which is adequate for residential fire suppression within the proposed development shall also be provided to the satisfaction of the City Engineer and Fire Chief.
- b. Sewer: Each residence within a proposed development in the Low Density Residential category shall be served by a public sewage collection system with an adequate treatment capacity available at the time of issuance of construction permits or certificates of occupancy.
- c. If sewer collection or trunk lines are not presently existing adjacent to the proposed development site at the time of application, the developer shall provide evidence of financial ability to extend the necessary sewer collection facilities to each lot in the proposed development prior to final approval of a subdivision map, parcel map or construction permit. This financial guarantee may take the form of a performance bond, letter of credit, or participation in a publicly-sponsored improvement district formed for the purpose of sewer facilities construction. As a condition of approval, the individual developer may be required to finance the oversizing of sewer trunk facilities in accordance with any publicly-adopted Areawide Sewer Facilities Plan, subject to an agreement for reimbursement by future developers who may utilize the same facility. The payment of any City or public district sewer equity charges prior to commencement of construction may also be required as needed for the upgrading or financing of expanded regional sewage treatment capacity.
- d. The use of individual onsite sewage disposal methods, such as septic tanks or seepage pits, as an interim measure prior to the availability of a public sewer collection system within any development constructed in the Low Density Residential Category shall be strongly discouraged. If any such methods are permitted in a proposed development, prior approval from the State of California Regional Water Quality Control Board and the Riverside County Department of Health must be obtained, and compliance with any special conditions that are imposed by these agencies must be insured. In any event, the approval of onsite sewage disposal as an interim sanitation measure may be conditioned upon construction of a dry sewer system in the development that can be readily connected to the public sewage collection and treatment system upon eventual extension of necessary trunk facilities.
- e. Private Utilities: Service connections to natural gas, telephone and CATV utilities shall be provided to each unit or lot prior to final approval of development. Necessary financial arrangements for the extension of these facilities shall be the responsibility of the developer.
- f. Pursuant to an ordinance adopted mandating such provisions as herein stated, all developments approved within the Low Density Residential Category shall provide underground electric and telephone utility service in accordance with the rules of the California Public Utilities

Commission. Such ordinance shall provide for the exemption from this requirement of parcel map proposals containing four or fewer lots, or individual lot projects with minimal street frontage.

4. Public Safety:

- a. Fire: All developments in the Low Density Land Use Category shall be located within a five minute fire response capability. Interim design measures for fire prevention should be required in those areas that are presently beyond this response capability, but which may be located within the service area of a future projected fire station as indicated on the General Plan Advisory Land Use Map. Such measures, which include the use of fire resistant construction measures and provision of alternate access routes, shall also be required in those areas that are designated as having a high fire hazard risk due to the presence of wild brush vegetation or rugged topography, according to the requirements of the Fire Chief.
- b. Police: Proposed developments should not result in a demand for police patrol or crime prevention services that exceeds projected staffing levels or budgetary constraints. Subdivision design should be subject to review of the Police Chief in order to identify features of project design, such as the placement of buildings and streets or access layouts, that may minimize the potential for the occurrence of crime.

5. Site Development Standards:

- a. Landscaping features to be carried out by the developer prior to the occupancy of structures shall be required in all residential developments. This should include the planting of shade trees on each residential lot as well as plantings along parkways and arterial or secondary street frontages. The type of landscaping material used on public rights-of-way should be conducive to a minimal need for maintenance over the long term.
- b. Overall street and lot orientation, building setbacks and lot coverage requirements should be conducive to the use and placement of solar energy installations by individual home owners. Building design that reduces the need for energy consumption for both heating and cooling should also be encouraged.
- c. The use of sound attenuation measures in residential construction shall be required within identified Noise Impact Zones, especially those areas lying within noise contour levels in excess of 65 db as shown in the March Air Force Base AICUZ Maps. Sound barriers consisting of a combination of masonry walls, fences and shrubbery or other landscaping shall be used along the frontage of arterial and secondary streets to the degree required to reduce noise impacts to acceptable levels within fronting residential developments.

6. Local Circulation Standards:

- a. The level of interior street improvements in any approved development within the Low Density Residential Category shall be equal to that

existing in contiguous residential developments. Normally, full street improvements including asphalt paving, curb and gutter, and sidewalks, will be required in small lot residential subdivisions. Peripheral half-width streets that border undeveloped property shall be required to have paving width that is adequate for two-way traffic circulation. In all cases, the requirements for local street improvements shall be governed by the provisions of the City of Perris Subdivision Ordinance.

- b. Local street patterns should be logically related to the network of arterials, secondary roads and collectors that are shown on the Circulation Map of the General Plan. The local collector streets should constitute a major element in subdivision design, funneling local traffic onto the surrounding segments of the City's circulation system. The system of secondary roads should generally be used as boundaries that separate individual neighborhood units, with direct driveway access from residential units either discouraged or restricted.
- c. Curvilinear street alignments that harmonize with the natural contours of the site are highly encouraged in residential subdivision design. Street configurations shall be designed to minimize the amount of through traffic within developments, as well as discourage excessive traffic speeds. In the interests of traffic safety, four way intersections within developments should be avoided as much as possible, and obtuse angle intersections and street offsets of less than 200 feet shall be prohibited. In larger developments, a system of graduated street sizes may be used which will funnel local traffic onto collector streets and the surrounding segments of the circulation system in a logical manner.
- d. Provision for pedestrian and bicycle circulation should be made in single family residential developments containing 50 or more lots or exceeding 10 acres in gross size. Easements or public ways of a minimum 10 foot width should be provided through residential blocks that exceed 600 feet in length, and these pathways should also be located to provide convenient access to neighborhood commercial sites, local schools and park and recreational facilities. Dedication and improvement of bicycle paths in accordance with the adopted Master Bikeways Plan shall also be required. Where appropriate, the dedication of necessary rights-of-way for recreational trails that are included in the Open Space and Recreational Elements of the General Plan may be required.

Medium Density Residential Category:

RANGE OF INTENDED LAND USES: Multiple family developments of a limited scale and intensity as typified by duplex, triplex and fourplex structures or garden style, walk-up apartment complexes. It is intended that such development be located within or adjacent to the existing urbanized portions of the City that possess a full range of urban services and public facilities.

1. Parcel Size: Minimum lot size in the Medium Density Category is 6,000 square feet, with a minimum ground area of 2,000 square feet per dwelling unit. These requirements may be modified for development applications which utilize the provisions of the Planned Unit Overlay Ordinance in providing common open space and recreation areas, while clustering residential units according

to the overall density requirements of the Land Use Category, Zoning Ordinance, and Slope Density Matrix.

2. Surrounding Land Use: Proposed Medium Density projects should be located adjacent to or in close proximity to developed urbanized areas that are characterized by residential densities similar to those envisioned in the development proposal. As a general rule, Medium Density land uses should be located within one-half mile of the designated Core Area Boundary, and should be bordered in part by existing development of at least the Low Density Residential Category.
3. Public Service Infrastructure:
 - a. The proposed development site must have available, at the time of approval, the full complement of urban services including water supply, sewer collection lines and access to improved streets. The developer shall make all necessary financial guarantees that required utility extensions will be made to serve the project proposal prior to issuance of construction permits or final subdivision map approval.
 - b. Natural gas, telephone and CATV service connections shall be made available to each unit in a proposed multifamily residential project prior to final approval of occupancy. All feasible arrangements pursuant to adopted ordinance shall be made to install underground electric and telephone service lines in new multifamily residential projects.
4. Public Safety:
 - a. Fire: An adequate fire flow capacity must be assured on the project site to the satisfaction of the Fire Department. Installation of fire hydrants and required water lines shall be performed by the developer per the requirements of the Fire Chief and all City Standards.
 - b. All building and site plans shall be subject to the approval of the Fire Chief to ensure adequate interior access routes through the project for emergency vehicles in the suppression of fires.
 - c. Police: New Multifamily residential projects that are approved should not result in a concentration of residents or structures that will overburden the staffing or budgeting resources of the Police Department in providing necessary surveillance and crime prevention services.
 - d. All proposed site designs shall be submitted to the Police Chief for review in evaluating design features which may pose a potential hazard in the occurrence of crime. The maintenance of "defensible space" should be a guiding concept in residential project design, whereby entry into the project area by unauthorized persons is discouraged by allowing occupants visual access to walkways and surrounding open areas.
5. Site Development Standards:
 - a. Usable open space and recreational areas shall be provided within medium density residential projects based on total project size and unit type. This area shall be in addition to, and completely exclusive of,

all paved parking and vehicle access areas as well as areas devoted to utilities or storage. Credits against the total area required may be granted on a square footage basis for developed recreational facilities such as swimming pools, tot lots, recreation center buildings or fenced private open space for individual dwelling units.

- b. Offstreet parking spaces shall be provided in accordance with the requirements of the Parking Ordinance, based on size and number of dwelling units. Adequate vehicle access ways and turnaround areas shall also be provided in conjunction with parking areas. Additional offstreet guest parking areas may be required at the discretion of the Planning Commission, especially in those cases where project frontage is on streets that are designated segments of the Circulation Element.
- c. Ample landscaping and tree planting should be provided in project open space areas and also as visual screening in parking areas. Street trees shall be provided along all property frontage as appropriate. Permanent irrigation systems for landscaping maintenance shall also be required.
- d. The use of the Planned Unit Overlay concept in multifamily project design is encouraged in support of the objectives described above, especially in areas with natural slopes exceeding 10% or in areas that are subject to periodic flooding hazards. In areas such as these, residential units should be clustered on those portions of the site that are more suitable for development utilizing smaller lot sizes according to the standards of the Planned Unit Overlay Ordinance. Overall residential densities, however, shall not exceed the standards included in the General Plan Category, Zoning Ordinance, and Slope Density Matrix where applicable, based on the total project site area. The Planned Unit Overlay concept may also be used to accomplish the integrated arrangement of common open space areas and recreational facilities within larger multiple family projects, subject to the approval of a preliminary development plan as provided for in the Ordinance.
- e. Special attention should be given in the design of Medium Density Residential projects to the reduction in the effects of ambient noise levels on project residents in accordance with the overall Development Policies of the General Plan. An accoustical analysis of the proposed site should be conducted during the design process in order to develop recommendations for appropriate building sound attenuation measures to reduce interior noise levels to an acceptable level, especially in areas which are located within aircraft-related noise contours exceeding 65 db(A) as identified in the March Air Force Base AICUZ Study. Sound buffers consisting of an adequate combination of masonry walls, earthen berms and landscaping shall also be required along secondary and arterial streets or highways that border the development site in order to reduce interior noise levels to an acceptable level, based on projected future traffic volumes.

6. Local Circulation Standards:

- a. A development in the Medium Density Residential Category should have direct access to a local collector street, secondary road or arterial route that is designated on the Circulation Element of the General

Plan. Local access to multifamily developments should be totally exclusive of any neighboring properties or developments, and such development shall be located so that related traffic will not exert undue impacts on nearby single family residential zones.

- b. Interior loop roads and cul-de-sacs which provide access to individual units and parking areas within a multifamily project shall be designed in accordance with the standards of the Circulation Element and all applicable Ordinances, including the Planned Unit Overlay Zone. Ingress and egress to City streets, together with internal circulation patterns, shall be designed to assure an adequate level of traffic safety.

Multifamily - Professional Commercial Mixed Use

RANGE OF INTENDED LAND USES: Higher density multiple family projects such as town house, quadraplex or condominium complexes, with certain limited, small-scale commercial or professional office uses allowed on the same site. This land use category is intended to complement the central commercial area of downtown Perris, while concentrating higher population densities within this central area in order to reduce the potential cost of providing City Services, as well as resulting in lower housing costs and energy savings.

1. Required Parcel Size: Minimum ground area of 1,600 square feet for each dwelling unit. Parcel size requirements may need to be modified where mixed Commercial use projects are proposed, in accordance with the requirements of the Zoning, Parking, and other applicable ordinances.
2. Surrounding Land Uses: Projects in this category should be located within or adjacent to the City's Core Area as indicated on the advisory map. Surrounding areas should be in a substantially developed or built-up state.
3. Public Service Infrastructure:
 - a. A full range of urban services, including improved streets, water lines and sewer must be available to the development site. In addition, the developer may be required to upgrade existing lines and facilities to the degree required by the additional demand generated by the proposed development.
 - b. Underground electric, telephone and CATV service shall be provided to each unit within an approved development in all cases where feasible. Exemptions may be granted in cases of particular hardship in accordance with the provisions of an Ordinance adopted to implement these measures.
4. Public Safety:
 - a. Adequate assurance shall be made at the time of development approval that there exists sufficient fire response capability and required on-site fire flow levels.
 - b. Site design approval process shall ensure that adequate accessways are provided for emergency vehicles, and that sufficient provisions are made for the additional fire prevention requirements of any commercial uses that are included within the project proposal.

- c. The Police Department shall be afforded the opportunity to review all proposed site development plans in order to make recommendations for appropriate crime prevention measures. The concept of "defensible space" would be used as a guiding principle in mixed use development design.

5. Site Development Standards:

- a. Landscaped open space areas should be provided based upon the number and size of residential units pursuant to the standards of the Zoning Ordinance. Street frontage should be planted with street trees and other appropriate plant materials to enhance the appearance of the City's central developed areas.
- b. Offstreet parking spaces shall be provided for each dwelling unit in accordance with the requirements of the Parking and Zoning Ordinances. Sufficient parking space shall also be made available for any commercial use that is included within the project in accordance with applicable standards for the type and nature of use.
- c. Use of the Planned Unit Overlay concept is encouraged for the design of projects within the Multifamily - Professional Commercial Mixed Use Category. This will allow for smaller residential lot sizes which may be appropriate in the central city area, and can result in a unified and pleasing overall site design that incorporates appropriate commercial uses.
- d. Project design shall include measures to reduce the effects of ambient noise levels on living units in accordance with the Overall Development Policies of the General Plan. Special attention should be given within this land use category to the proximity of major circulation routes and adjacent general commercial or retail activities which may impact residential units. Adequate screening in the form of masonry walls, earth berming or landscaping should be utilized in project development in order to accomplish this effect.

6. Local Circulation Standards:

- a. Project site design shall ensure a logical relationship between off-street parking spaces and internal access and turnaround areas. Ingress and egress points onto local streets shall be located to ensure traffic safety and to minimize impacts on abutting properties. Special attention to a unified circulation and parking plan must be focused on projects that propose a mix of residential and commercial uses in accordance with the policies and criteria of the Mixed-Use Land Category.
- b. The project developer may be required to finance the upgrading of all public streets and alleyways, including curb, gutter and drainage improvements, that front on the proposal site, to a degree commensurate with the anticipated increased impacts and needs that will be created by the proposed development.

General Commercial:

RANGE OF INTENDED LAND USES: This category is intended to accommodate the full range of retail, service, professional and financial uses that fulfill the needs of the residents of the City as a whole, and which are necessary to maintain the downtown area's role as the principal economic center of the surrounding Perris Valley region. This land use category can also be extended to areas located along interstate freeway or state highway routes that will serve as logical centers for highway and tourist oriented businesses and lodging.

1. **Parcel Size:** Required lot sizes will vary depending upon existing surrounding parcel sizes, the nature and scale of intended commercial development, and the need for sufficient parking areas and adequate traffic circulation. Newly-developed commercially zoned areas, such as future highway commercial centers, should have parcel sizes that are adequate for the design of unified commercial or shopping center developments.
2. **Surrounding Land Uses:** Development within the General Commercial Land Use Category shall be located in areas that are generally coterminous with the City's existing developed downtown commercial area. Reasonable expansion of the areas that are devoted to providing for the general commercial and service needs of the community as well as the region may be allowed during the planning period, provided that such newly-developed areas are located within, or adjacent to, the designated Core Area Boundary and are easily accessible from secondary, arterial or major highway routes that are shown on the Circulation Element Map. Future highway or tourist commercial centers should be restricted to freeway interchange areas or major highway intersections in order to avoid unsightly and uneconomic "strip" development.
3. **Public Service Infrastructure:**

A full complement of urban level services and improvements shall be available to any development within the General Commercial Land Use Category upon final approval of the development application. For newly-designated highway commercial centers or other areas approved for commercial uses that are outside existing developed areas, the proponent shall make financial guarantee or bond for the construction of all required utility extensions and public improvements, including water and sewer lines as well as street and drainage improvements, prior to issuance of construction permits. In addition, new commercial construction in the existing developed central portions of the City may be conditioned upon the improvement and upgrading of public infrastructure facilities in the immediate vicinity corresponding to the increased demand for service needs created by the proposed development.

4. **Public Safety:**
 - a. An adequate level of police and fire protection capacity shall be available to any area approved for development within the General Commercial Land Use Category, consistent with present and proposed staffing levels as well as budgetary constraints.
 - b. Stringent fire prevention measures shall be required in construction methods and site design of all commercial projects within the City of Perris. These measures shall include the assurance of adequate fire

flow levels as required by ordinance and the installation of fire hydrants according to Fire Department Standards. Site plans of all proposed projects shall be submitted to the Fire Chief for review and approval to ensure the provision of necessary building separations and accessways that are required by emergency vehicles in the event of fire. It is recommended that the feasibility of establishing a Fire Zone I within the central commercial area of the City be investigated as to its potential for providing further protection against the incidence of fires through the use of additional fireproof construction practices and materials.

- c. The Police Chief shall review all proposed commercial development site plans to ensure that adequate consideration is given to design features that can mitigate the potential for the occurrence of crime as well as providing for appropriate levels of surveillance. Adequate lighting and security measures shall be provided in accordance with the requirements of the Police Department.

5. Site Development Standards:

- a. The architecture and overall appearance of new commercial development should have a pleasing and attractive effect, with an emphasis on a general design theme being used in larger, multiple tenant shopping complexes. The establishment of landscaped building setback areas of five to ten feet along secondary and arterial roads should be considered in future areas that will be developed under the General Commercial Land Use Category.
- b. Permanent landscaping should be required as a part of all future commercial developments, including the use of plantings in parking areas to soften their visual impact, as well as street trees along all parkway frontages. Landscaping plans shall be subject to site plan approval prior to the start of construction, and the installation of a permanent irrigation system shall be assured by the project developer.
- c. The erection of permanent enclosures for all trash disposal areas shall be required. Such enclosures shall be durable in nature and not have an objectionable appearance.
- d. Adequate buffering that consists of an appropriate combination of permanent walls and landscaping shall be required along all projects which border on properties zoned for single family, multifamily or mixed use developments. Building set backs shall be maintained at an equal distance as that required for principal structures within the abutting residential or mixed use zone. All required lighting fixtures located in the commercial project shall reflect away from such neighboring properties.
- e. The size and placement of all onsite business signs shall be governed by the standards of the Sign Ordinance and appropriate sections of the Zoning Code. Design and appearance of signs should be consistent with an overall architectural theme for the entire building complex or the surrounding commercial district. The overall signing theme for a proposed commercial project shall be subject to overall site plan approval prior to the commencement of construction.

- f. No outside display of merchandise or secondhand goods in connection with any commercial use shall be permitted under normal circumstances. Exceptions to this requirement in the event of special sales, promotions or community festivals should be regulated by means of a temporary permit procedure. This same restriction shall apply to the display of banners, cloth signs or any other advertising of a temporary nature.
- g. All automobile service stations and repair shops, auto body shops, contractor's storage yards and other similar uses that may exert objectionable impacts on neighboring properties due to appearance, noise or other factors, shall be subject to approval by Conditional Use Permit within the General Commercial Land Use Category. Adequate screening of such uses from neighboring streets and properties as well as the outdoor storage of materials shall be controlled by use of special conditions or measures adopted by the conditional use approval process.

6. Circulation Standards:

- a. Development within the General Commercial Land Use Category shall provide sufficient off-street parking spaces for each separate use based on the requirements of the Parking and Zoning Ordinances. An adequate internal circulation layout, including turn-around areas and safely-located ingress and egress points shall be required as well as sufficient provisions for truck parking and loading areas. The overall circulation and parking plan shall be subject to prior site plan approval for the entire development.
- b. The use of existing vacant and underutilized land parcels within the central commercial area of the City as joint parking facilities for neighboring businesses will be encouraged. This approach can greatly enhance the attractiveness of existing commercial facilities in the business district by improving convenience of access by customers. Through cooperation by the City and benefiting merchants, such parking areas should be improved with appropriate landscaping and directional signs, in accordance with an overall architectural design theme for the downtown area.
- c. Traffic ingress and egress points for commercial developments shall be located in a safe manner so as to minimize conflicts with through traffic on public streets. Adequate street sight distances shall be maintained for existing traffic. Direct access from secondary and arterial streets should be avoided whenever possible, with access from side streets or by means of frontage roads encouraged. Appropriate directional signs should be used where they will aid in the safe flow of traffic on fronting streets. If public alleyways in the middle of blocks are used to provide access to commercial uses, they shall be fully improved to the extent required by a proposed commercial development prior to approval of occupancy.

Neighborhood Commercial:

RANGE OF INTENDED LAND USES: Smaller scale retail and personal service uses that provide for the daily needs of residents in the immediately surrounding area. Typical uses would be convenience food and liquor stores, small scale

groceries, barber and beauty shops and minor appliance repair services. Commercial uses to be permitted under this category are not to be of a type or scale which would normally attract customers from outside the nearby residential market area.

1. Parcel Size: Normally within a range of one to three acres, or not exceeding one to two percent of the total area in a large scale development exceeding 100 acres in size.
2. Surrounding Land Uses: Must be planned as a functional part of a proposed single family, multifamily or mixed type development; or located on present commercially-zoned land that is adjacent to, and well related to an existing outlying residential development that lacks such a convenience center. A neighborhood commercial center should not be located closer than three-quarters mile to one mile of any other existing or proposed neighborhood center, in order to ensure an appropriately sized local market area for convenience nature businesses.

3. Public Service Infrastructure:

The full range of public utilities including water and sewer lines should be available to a proposed neighborhood commercial site. Normally these facilities would be extended to the proposal site in conjunction with the larger residential development of which the commercial site is a part. Additional fire flow levels and placement of hydrants sufficient for the protection of commercial structures may be required at the discretion of the Fire Chief and City Engineer.

4. Public Safety:

- a. A neighborhood commercial center should be located within a five minute fire response capability, or within a range comparable to its surrounding development. Adequate fire-resistant construction practices, building separations and accessways must be incorporated within approved developments.
- b. Site design and location should meet the satisfaction of the Police Department in terms of their needs for adequate surveillance and avoidance of factors that may increase the potential for the occurrence of crime.

5. Site Development Standards:

- a. An adequate number of offstreet parking spaces shall be provided in accordance with the requirements of the Parking and Zoning Ordinances for each individual commercial use.
- b. Neighborhood commercial sites shall be adequately buffered from abutting residentially-zoned land by means of masonry walls, permanently maintained landscaping or an appropriate combination thereof. All building setbacks from a common property line shall be at least equal to that required for principal residential structures in the abutting residential zone.

- c. All lighting facilities installed in conjunction with a neighborhood commercial development shall be placed to reflect light away from neighboring properties. Trash containers on the site shall be enclosed by permanent walls or adequate screening material. Adequate loading and delivery areas shall be provided in the site design that will not cause conflicts with onsite traffic circulation or local streets.
- d. Onsite signs shall be restricted to the identification of business establishments within the project only, and shall be of a size and character that is in keeping with the design characteristics of the surrounding neighborhood. The dimensions, theme and lettering style of all proposed signs shall be subject to an overall site plan review process prior to the commencement of construction.

Landscaping should be provided within parking areas, street frontages and required setback areas. The planting of street trees as well as other appropriate landscaping materials should be provided to soften the impact and appearance of neighborhood commercial developments. All landscaping schemes shall be subject to prior approval through the site plan review process, and provisions for permanent irrigation systems shall be required.

6. Circulation Standards:

- a. Each site that is proposed for a Neighborhood Commercial Center shall be located on an intersection with a street segment of at least Collector status that is designated on the Circulation Element of the Perris General Plan. In order to be properly integrated with the overall circulation system and to minimize traffic impacts on local streets, both streets at the intersection should be of Collector or higher level status. Where frontage is on a secondary or arterial road, access should be taken from the side of the property or by means of a frontage road to prevent an undue degree of conflict with through traffic flow.
- b. Adequate provision shall be made for internal traffic circulation within neighborhood commercial developments, including automobile backing and turnaround areas, truck loading and parking, and ingress and egress onto public streets. Adequate sight distances shall be maintained at traffic egress points, and appropriate small sized directional signs visible from the street may be provided when needed.
- c. Access routes for nonmotorized pedestrian and bicycle traffic should be provided to connect neighborhood retail centers with the residential areas it is intended to serve. Easements or public ways for this purpose should be provided as part of the integrated design of larger single family or multiple family developments that propose a neighborhood commercial center for the convenience of residents within the project.

Industrial:

RANGE OF INTENDED LAND USES: Light, medium and heavy industrial uses as specified in Zoning Code provisions. Related warehousing and wholesaling concerns. Truck and transportation terminals, fuel storage depots and other uses that may

exert undesirable impacts on other developed portions of the City, such as salvage yards, machine shops, and lumber or other outdoor storage or work yards.

1. Parcel Size: Minimum parcel size should range from one half acre to two acres, depending on the scale of industrial operation, surrounding parcel sizes and uses, and requirements of the specific industrial zone.

2. Surrounding Land Uses:

- a. Areas that are designated for industrial uses should be adequately separated from existing or projected residential, commercial and open space areas by arterial streets and highways, or buffers composed of landscaping and permanent walls.
- b. Industrial areas should benefit from easy access to the network of arterial streets, highways and freeways that are shown on the Circulation Map. Traffic impacts and conflicts with nearby residential and commercial areas shall be minimized to the greatest extent possible by the provision of exclusive access to the City's circulation system from areas that are designated for industrial development.
- c. Industrial development should be directed away from areas that are subjected to severe flooding constraints. Areas which are within aircraft noise impact zones may be preferable for future industrial uses rather than residential or commercial development, provided that such uses do not pose undue hazards to air navigation, nor are located in areas that are exposed to an undue risk of aircraft crash hazard.

3. Public Service Infrastructure:

- a. The proponent of any proposed industrial use shall demonstrate that there will exist an adequate level of public services and utilities which will be available to the development site. This shall include developer financing of, bonding for, or participation in an areawide assessment process for the extension of all necessary water mains, sewer collection lines, and street improvements to project site. The approval of any additional industrial development should not have an adverse impact on existing service levels in other portions of the City, including water supply and sewage treatment capacity. In such cases, the developer shall carry out, or assist in the financing of, necessary mitigating measures as a condition of project approval.
- b. All industrial liquid wastewater discharges to any public sewer collection system shall conform to Resolution No. 755.6 of the Board of Directors of Eastern Municipal Water District regulating Industrial Wastewater Discharges. Likewise, any new industrial uses shall not impact the City's garbage collection services with extremely large quantities of solid wastes, or wastes that are toxic or hazardous in nature. Prior to final approval of an industrial development, the proponent shall submit a plan which proposes adequate and safe measures for the removal of any such wastes that may be generated by a proposed industrial process.

4. Public Safety:

- a. Industrial structures shall incorporate all fireproofing requirements of the Uniform Building Code, Fire Code and any additional requirements

of the Fire Chief. Additional precautions such as sprinkling systems, reserve water storage facilities or building alarms shall be required where the Fire Chief deems that there may be a risk of fire that would exceed the normal response capabilities of the Fire Department at the present time. An adequate fire flow capacity on the site must be provided, and the developer may be required to finance any necessary improvements to local water supply facilities necessary to ensure such a flow.

- b. The Police Department shall review plans for all proposed industrial developments in order to identify factors which may have a bearing on the protection of the premises from unauthorized entry and the occurrence of crime. The installation of fencing, lighting fixtures and burglar alarms may be required as deemed necessary to assist the Police Department in affording an acceptable level of protection to industrial establishments.
- c. The proponent of any manufacturing concern which may pose a particular hazard to the health, safety or well-being of the community shall be required to complete a study and analysis of all possible measures to reduce the level of risk to residents and property in the community to an acceptable level. Prior to the approval of any such proposed use, the proponent must provide satisfactory proof that the required reduction in risk can be achieved through special measures and that any possible mishap shall remain within the response capability of City emergency services.

5. Site Development Standards:

- a. Industrial site development shall incorporate architectural design and landscaping that contributes to the overall pleasant and attractive appearance of the area. Planting of street trees shall be required along all property frontages. All truck loading areas and outdoor storage should be screened as necessary by landscaping or permanent walls. Buffering measures of a similar nature shall be required where the industrial use may have adverse visual or other effects on neighboring properties or land uses. The appearance of all parking and other paved areas should be softened by the planting of trees and other landscaping materials.
- b. New zoning provisions and standards for Industrial Park development should be formulated and enacted to provide areas for the location of unified complexes of light industrial firms that would prove an asset to the community as well as contribute to the local employment and economic base. The Industrial Park zoning would encourage the location of low profile, clean industries such as electronics assembly firms and research and development laboratories. The site standards of this zone would ensure a high quality of architectural design and unified site planning, resulting in a park like setting for more technologically advanced firms which would have a minimum of adverse effect on the environment.
- c. All building and onsite signs within industrial areas shall maintain an aesthetic, low profile appearance. The placement and design of all signs shall be subject to prior site plan approval.

6. Circulation Standards:

- a. All industrial development shall include a sufficient amount of off-street parking based upon the type of manufacturing, storage or wholesaling use and the total number of employees that are anticipated in the largest work shift. Adequate offstreet truck parking and delivery areas shall be required depending upon the proposed use and occupancy. The entire onsite parking and circulation system shall be subject to site plan review approval prior to commencement of construction.
- b. Ingress and egress points to public streets shall be located so as to maintain adequate sight distances and traffic safety. Local access streets shall be logically related to the City's overall Circulation System, and impacts created by through traffic crossing adjacent areas not designated for industrial development shall be minimized to the greatest extent possible. The establishment of an Industrial Loop or Connector Road Standard in the General Plan Circulation Element is recommended to provide a feeder street with adequate width to handle truck traffic and turning movements within industrially - developed areas.

Open Space - Agriculture

RANGE OF INTENDED LAND USES: Lands which are intended to be preserved in a wilderness or natural state for educational research or primitive recreational purposes; land areas which due to steep slopes, rocky terrain, geologic or seismic hazards, or flood inundation potential pose a particular risk to or unsuitable for urban development; lands which are designated or proposed as regional park sites or a portion of the proposed recreational trails system; and land areas that are devoted to intensive agricultural production or cultivation on a long term basis and which are not expected to accommodate urban development within the ten to twenty year General Plan Period.

1. Parcel Size: All newly-created parcels shall be a minimum of five acres. Proposed land divisions should be consistent with generally-prevailing lot sizes in the vicinity, and should be subject to a radius of review criterion. In areas with natural slopes exceeding 10%, land divisions should be subject to the standards of the Slope-Density Matrix.
2. Surrounding Land Uses and Lot Sizes: Land uses as well as lot sizes in the immediate vicinity of major Open Space and Agriculture designated lands should be restricted to a scale and character that does not detract from the nature or function of these areas as envisioned in the General Plan Goals and Policies. Residential uses within the Rural Residential - Light Agriculture Category are encouraged in the vicinity of Open Space areas to act as a "buffer" zone between this designation and more intensive land uses, due to the generally compatible nature of these uses with the purpose of Open Space category. Special efforts should be made to restrict the extent as well as minimum allowed lot sizes resulting from land division proposals that are immediately adjacent to agricultural areas, so as to prevent residential densities which are incompatible with major agricultural operations or which may impair the long term economic viability of agricultural cultivation.

3. Public Service Infrastructure:

- a. Publicly and privately provided utilities which are extended into the Open Space - Agriculture Land Use Category should be of a minimal level adequate to serve a very low density pattern of development. Construction of major extensions of public water and sewer lines which would be capable of serving, or encouraging, higher intensities of land use should not be programmed or financed during the remainder of the General Plan period. However, the provision and maintenance of adequate sources and transmission lines for irrigation water of sufficient quality for continued agricultural production should be supported by City policies.
- b. Domestic water that is provided by individual onsite wells should meet the standards set by the Riverside County Health Department and the California Water Quality Control Board. Onsite sewage disposal systems such as septic tanks and seepage pits shall meet the same health and water quality standards, and shall not be approved in such numbers or locations that would increase the possibility for the degradation of the surrounding natural environment.

4. Public Safety

Newly developed areas within the Open Space - Agriculture Category should be located within a reasonable response range of local emergency services, especially in the case of public park and recreational facilities. Residential construction or agricultural buildings which are proposed in areas that are beyond the extent of public water utility systems shall incorporate additional fire protection measures, such as fireproof construction materials or reserve water storage capacity, as required by the Fire Chief. Similar protection measures, including alternative access routes, should be insured in areas that are subject to high brush fire hazards. In all flood prone areas, consideration shall be given to necessary procedures and measures for evacuation of residents and livestock, as well as protection of access for emergency services in the event of major flooding episodes, prior to development approval.

5. Site Development Standards

- a. The appearance and design of all residences, accessory structures and buildings associated with agricultural uses shall be of a style and scale which does not detract from the scenic qualities or natural character of lands that are within the Open Space designation. Adequate screening should be required around all areas that may be unsightly, such as stables and pens used for the housing and feeding of farm animals. Approval of intensive agricultural uses such as dairies and chicken ranches should be controlled by conditional use permit, to ensure ongoing mitigation of any undesirable impacts on surrounding properties such as the handling and disposal of manure.
- b. The planting of trees and appropriate landscaping materials is encouraged to soften the visual impact of residences and farm buildings on surrounding sites. Grading activities and any alterations to the normal landform should be kept to a minimum, and shall be mitigated through planting of landscaping as an erosion control.

6. Local Circulation Standards

- a. Local streets and roads providing access to properties within the Open Space - Agricultural Land Use Category should be graded and improved to the minimum extent required to provide reliable, all weather access to residences, agricultural uses and public facilities. Full street improvement standards including asphalt paving and curbs and gutters will normally not be required in large lot areas where parcel sizes exceed five acres. Adequate legal access through any intervening land parcels from the nearest existing fully improved public road shall be assured to each newly proposed lot prior to the approval of any land division application.
- b. In areas which are subject to high fire hazards due to the presence of native brush and vegetation in the surrounding area, attention shall be given to the provision of alternate access for fire and emergency vehicles to all proposed development sites as determined necessary by the Fire Chief.
- c. As part of the review of any proposed development activities or construction in areas exposed to the risk of substantial flood inundation, consideration shall be given to the existence of adequate and safe access routes for emergency services and evacuation purposes during major storm events. The design of local roads within the Open Space Category shall provide for the safe conveyance of storm runoff with the minimum degree of alterations to natural drainage courses that is feasible, while providing necessary culverts and drainage facilities to prevent damage to or closure of roadways for extended periods of time.
- d. Provision shall be made for the dedication of required rights of way for recreational riding and hiking trails which are included in the Open Space or Recreation Elements of the General Plan, as a condition of approval for any new development or land divisions.

Commercial Recreation and Visitor Centers - Industrial

RANGE OF INTENDED LAND USES: Historic and cultural centers such as the Orange Empire Trolley Museum; general recreational attractions including the Perris Valley Airport; specific industrial uses as determined by appropriate performance standards.

1. Parcel Size: Appropriate for existing and planned uses of the site, including any reasonable future expansion of the facility or use.
2. Surrounding Land Uses and Lot Sizes: Surrounding land uses as well as land division activities should be maintained in a degree and character that is compatible with the special historic, cultural or recreational use that is in question. The use of adequate buffering measures such as walls and landscaping around these uses should be used when necessary to mitigate adverse impacts on surrounding developing land areas. After special study directed towards the ultimate expansion and degree of flight operations at the Perris Valley Airport, a scheme of permitted land uses in the airport vicinity should be developed which discourages residential uses in areas impacted by flight operations, while allowing industrial or agricultural uses

that will not result in undue hazards in terms of human occupancy or air navigation hazards. Zoning provisions which are enacted to implement these provisions should also allow for appropriate related commercial activities and overnight accommodations such as campgrounds to be controlled by conditional use permit in the vicinity of the Trolley Park and the Perris Valley Airport. In recognition of development presently existing in this vicinity, industrial uses of a scale and nature that are generally compatible with the operations of the Trolley Museum or Airport may be located in this area.

3. Public Service Infrastructure:

The upgrading, installation or extension of public utility facilities such as water and sewer lines to an adequate level or degree should be assured by the project proponent prior to final approval of any substantial expansion or enlargement of development included within this Land Use Category. Such improvements in public utilities shall allow for adequate capacity to serve the ultimate expansion or level of development which is foreseen for the affected use within the foreseeable future, and any expansions of uses within this category which are approved should not have adverse impacts on existing water supply or sewage treatment capacity needed for other developed portions of the community. To improve the appearance of public, recreational and cultural uses under this category as well as community aesthetics in general, the undergrounding of electric distribution lines to the extent economically feasible should be considered upon consideration of expansion or substantial improvements in such uses.

4. Public Safety:

Prior to approval of any new development or expansion in uses under this category, the Police Department and Fire Department shall have the opportunity to make comments and recommendations regarding development and site plans. Adequate provisions shall be made for access by emergency service vehicles, and contingency plans for evacuation of such areas in the event of any natural or man made disasters such as fire or flood should be developed as part of the review and approval process. The Fire Chief may require such mitigating measures as adequate number of fire hydrants, upgrading of water lines and available pressure levels, and building sprinkling systems as a condition of development approval, especially where the response capacity of fire suppression services may be limited due to distance, type and number of structures, or occupancy levels.

5. Site Development Standards

A unified and consistent theme of high quality design should be maintained throughout the special uses and recreational attractions which are encompassed by this Land Use Category. The enactment of special architectural and onsite sign design standards to guide development under this category is encouraged, especially in conjunction with civic uses and any historical preservation areas which may be established in the City's downtown business district. The establishment of a local design review process may be desirable in order to implement such standards on an ongoing basis with respect to such development or special districts, including immediately surrounding areas that may bear relation to these areas in a complementary way.

6. Local Circulation Standards

Improvements to local streets and access routes in accordance with Municipal Code requirements shall be made prior to completion of new construction or expansion of uses within this category. Adequate paved offstreet parking facilities shall be provided for visitors and employees of such facilities, and mitigating measures to alleviate the effects of increased traffic on surrounding public streets and neighborhoods shall be required prior to final development approval. Proponents of new development or expansions under this land use category shall make all required dedications, interim improvements, or bonding for future construction of a prorated share of all fronting roadways which are included in the Circulation Element of the General Plan. Also, public transit service should be extended to such areas as the Airport and Trolley Museum, connecting these outlying locations with the City's business district or major transportation terminals, in the future as demand warrants.

SECTION FOUR

Circulation Element

PERRIS GENERAL PLAN

CIRCULATION ELEMENT

The function of the Circulation Element in the General Plan is to provide for a system of thoroughfares which is both adequate to serve the traffic demands of the community and is logically related to the locations and intensities of residential, commercial and industrial land uses as projected in the General Plan Policies and Land Use Categories. The primary goals to be served in the implementation of the Circulation Element are the safe and effective movement of interregional traffic which travels through the region, as well as the coordination of transportation facilities and networks within the community to serve the full range of planned land uses and residential densities as envisioned within the Plan. The most efficient use possible of existing traffic routes should be made, while providing for the construction of a sufficient number of additional routes with adequate capacity for serving future developed areas within the City and its vicinity. The full integration of planning activities and programs with other agencies that are responsible for transportation planning, such as the Riverside County Road Department and the California Transportation Department (CALTRANS) should be achieved to the maximum extent feasible. Transportation budgeting and capital improvements programs should be directed toward reducing existing traffic safety hazards and congestion problems concurrently with enlarging facility capacity levels. Finally, an effort should be made toward developing an overall circulation system which has the least number of adverse impacts on the natural and manmade environment possible, making the best use of available resources while maintaining current levels of environmental quality within the region.

The Circulation Element text contains a description of the hierarchy of street classifications that is intended to form the system of thoroughfares serving the City, and which are depicted on the Circulation Map. The function and design standards for each classification type, or segment, of the circulation system are described in the following sections. Typical cross-sections of each segment showing the right-of-way width, traveled sections and number and arrangement of traffic lanes are also included to illustrate the descriptions. The role and function, as well as the design standards, of each of these street segments must be kept in mind as part of the design process for all new developments within the City, including the scheduling of publicly-funded roadway improvements that benefit the community as a whole.

A large size Circulation Map which is included as a part of the Perris General Plan shows the location and arrangement of all existing and proposed streets that are a component of the adopted Circulation Element. This map will guide the decisions of the City of Perris staff in determining the requirements for roadway dedication and improvement standards in the review of all development project applications. The Circulation Map will serve an essential function in ensuring that adequate right-of-way widths will be reserved to service the demands of areas in the City that will develop during the long range planning period in conformance with the General Plan. In this manner, the costly acquisition of public rights-of-way to serve 'after the fact' development will be averted.

Implementation of Circulation Plan and Policies

The primary program for implementation of the Circulation Element is the requirement for right-of-way dedication and street improvements bordering all new development projects, pursuant to the provisions of the Subdivision Ordinance and all other applicable sections of the Municipal Code, in conformance with the Circulation Element policies and Map of the Perris General Plan. This requirement is currently imposed as a condition of final subdivision or parcel map approval, certificate of building occupancy, or conditional use approval. While this practice will result in the gradual improvement of proposed street segments as property is developed along its frontage, the construction of certain principal thoroughfares such as expressways or primary arterials will require funding by the City and other levels of government, or financial participation by all nearby property owners through an area-wide assessment district. This is due to the regional, city-wide or area-wide benefit that would accrue upon completion of major road projects that remain beyond the financial means of any individual fronting property owner. The construction of such projects would be dependent upon a long-range financial commitment by the City, such as inclusion of a particular project in a Capital Facilities Improvement Program.

The final routing, design and construction of some road segments that are shown on the Circulation Map may require a deviation from the location depicted for such routes on the map due to unusual topographic conditions, the location of existing property lines or structures, or features of the affected development project design itself. In these cases, the adoption of a Specific Plan showing the precise roadway alignments and right-of-way widths will be required prior to final development approval. For instance, in the undeveloped areas that are characterized by rough terrain or substantial rock outcroppings, the General Plan can only show the approximate alignment of a proposed street, acting as a guideline to show its relationship to other proposed segments of the overall circulation system. A similar instance may occur in the older, built up section of the City where strict compliance with the right-of-way standards specified in the Circulation Element may be impractical due to the locations of existing buildings which may still have an economically usable life extending well into the future. In both of these cases, the adoption of a Specific Street Plan based on appropriate engineering and feasibility studies should be considered as a part of the development review process, upon application for project approval. The adopted Specific Plan would provide the required departures from normal right-of-way or improvement standards while ensuring the provision of a comparable level of traffic capacity and performance standards through revised cross section designs. This procedure would also be applicable to situations where proposed routes must bisect existing properties or otherwise alter existing parcel boundaries, in order to inform affected property owners of the public intent for acquisition and allow them a reasonable amount of certainty in developing or constructing on their property.

A major circulation route which will require special study before adoption of a specific alignment is a bypass road which would relieve the congestion that is presently experienced in the City's downtown area, and which would provide a more direct route for interregional traffic traveling in an east-west or north-east-southwest direction through the Perris area. The Circulation Element Map shows several alternate routings for this proposed by-pass, both in the southern part of the City and northwesterly area. The final selection of a specific routing for a bypass route in either or both of these areas would be based upon the results of engineering and feasibility studies analyzing current and pro-

jected traffic levels and demand as well as construction costs, topographical constraints and right-of-way acquisition requirements. Eventual construction of this bypass route is dependent upon the financial resources that will be available from state and county agencies as well as the City of Perris, based on an equitable sharing of costs between each of the affected governmental units. It is recommended, however, that until a final decision can be made regarding the final alignment of any bypass route, the right-of-way along each of the proposed routes shown on the Circulation Map be preserved with future development proposals to allow a degree of flexibility in an ultimate solution to routing of interregional traffic flow patterns.

Public Transit and Nonmotorized Circulation

The Circulation Element and policies should also make an appropriate recognition of the need for public transit services and routes for nonmotorized transportation needs such as bicycles. General Plan policies should have the effect of enhancing existing transit services within the City of Perris, such as fixed route busses and Dial-a-Ride Service, while encouraging further improvements such as a centralized transit terminal. A Bikeways Master Plan should be developed as a part of the Circulation Element, which takes into account the major destinations for bicycle riders and the safest routes for travel. In accordance with the Policies Section of the General Plan and the Development Criteria, which translate the General Plan Goals into design standards for specific projects, exclusive routes for cyclists and pedestrians should be incorporated into individual development design, especially within larger residential subdivisions. Provisions should also be made for retaining easements for hiking and equestrian trails where appropriate in accordance with the Open Space and Recreational policies of the General Plan.

Street Classification System:

This section contains a description of the functions and characteristics of each of the street classifications that is shown on the Circulation Map, and thereby included within the Circulation Element of the Perris General Plan. The role of each classification within the hierarchy of the street and highway system is explained in addition to the desirable performance standards and design characteristics for each roadway segment. A range of ultimate right-of-way widths is given because of the differing situations and surrounding land uses that may be encountered throughout the City's area. The differing widths are dependent upon the number of traffic lanes needed, width of the median and turning lanes, and the parkway areas that are needed for sidewalk improvements, landscaping and buffering walls, and utility easements. In heavily developed areas, provision for frontage roads along arterial highways is also desirable in order to provide safe access to fronting residential and commercial properties.

The dimensions and improvement standards for each street classification are graphically illustrated in a series of cross-sections that are included as part of the Circulation Element. The variable widths that would be required for parkways, parking lanes and center medians are also indicated. It should be noted that these street segments and cross-sections are not in exact harmony with the standards which are used in Riverside County Circulation Element, especially where it is proposed that the Arterial Highway and Major Highway classifications be combined into one roadway standard within the City of Perris.

However, it appears that this consolidation is appropriate to the needs of the City, due to the simplification it allows in interpreting the Circulation Element and applying its standards to the differing situations that arise within the City's jurisdiction. In order to provide for compatibility with the County's General Plan along City boundaries and in sphere areas, it is more important to ensure compatibility in the actual roadway improvement standards rather than ultimate right-of-way widths.

Freeway and Expressway 120' - 160' ROW (Variable)

These are the principal routes for connecting the Perris Valley with other sub-regional areas in Riverside County and for conveying inter-regional and interstate traffic through the Perris vicinity. This classification includes Interstate Freeways, State Highway routes and County-designated expressways. Right-of-way widths will vary depending on the number of traffic lanes required, especially for proposed freeway projects, which may range from a total of four to eight lanes. While freeways have completely grade separated interchanges and therefore do not provide access to immediately adjacent properties, most expressway routes must serve a limited function of providing direct access to fronting land uses. Ideally, grade level intersections should be no closer than one half mile apart, and frontage roads should be used to provide direct access to developed areas where possible. Such intersections are preferably controlled with the use of traffic signals.

Arterial Highways 100' - 110' ROW

These roadways provide the principal links between major traffic generating land uses such as intensely developed commercial and industrial areas, as well as distributing traffic between the interregional highway system and local collector roads throughout the City. Right-of-way widths allow from four to six through lanes, along with center turn lanes as required. In heavily developed areas, frontage roads should be provided to avoid direct access from individual commercial and residential driveways as much as possible. Access from side streets should be encouraged as much as possible. To the maximum extent feasible, intersections with secondary roads and local collectors should be limited to intervals between one fourth and one half mile.

Secondary Roads 80' - 88' ROW

Secondary Roads are basically intermediate level routes that distribute traffic between collector and local streets and the network of arterial and highway routes. Secondary routes generally serve moderate intensity land uses such as multifamily developments and smaller commercial or industrial centers, and connect them with similar developments in other parts of the City. While the right-of-way width and typical cross sections for this classification allow for four through traffic lanes, interim improvement to two lanes may be acceptable on designated secondary routes that are not yet developed to fully anticipated General Plan land use densities. Restrictions on curbside parking may be warranted, especially in the intensely developed core area of the City where the potential for additional right-of-way acquisition may be limited. The minimum spacing of intersecting collector and local streets should range from one eighth to one fourth mile in newly developing areas.

Secondary roads should be used as a basis for the planning of residential subdivisions, forming the boundaries between distinct neighborhood units. Direct driveway access onto secondary routes from individual residential lots should generally be discouraged. Preferably, residential units should face onto side streets, parallel drives or abutting cul-de-sacs. Where it is not feasible to restrict direct access onto secondary roads or any street segment of a higher classification in the Circulation Element, residential lots should be designed with an adequate driveway turnaround area to allow for safe automobile exit onto major thoroughfares.

Collector and Local Streets 50' - 66' ROW

As the primary interior streets within residential subdivisions or other types of developments, collector streets are the lowest level thoroughfares designed to carry through traffic that are included in the Circulation Element street classification system. With two travel lanes and designed for lower driving speeds, these streets feed traffic from local residential streets onto the system of City-wide secondary and arterial roads. Right-of-way widths may vary from 60 to 66 feet, with improved widths ranging from 36 to 40 feet, as conditions require. These streets should be clearly differentiated from intersecting local streets in subdivision street layouts, with access normally controlled by means of stop signs.

Local streets provide the most immediate access to residential units within an individual development. They may consist of either loop streets or cul-de-sacs serving residential blocks; however, any one local street should not by itself serve an area containing more than 150 dwelling units. Right-of-way widths for local streets will normally be between 50 and 60 feet, while improved widths can vary from 30 to 36 feet, depending on the need for curbside parking. Local streets should be arranged in such a way as to discourage use by through traffic, and should be conducive to restricted driving speeds.

In order to allow flexibility in individual project design, especially for future large planned developments, the location of projected collector and local streets are not depicted on the Circulation Element Map. Instead, the street layout and design within future subdivisions and other developments will be governed by the overall Policies and Development Criteria by specific Land Use Categories contained within the General Plan. This will permit a review of proposed circulation layouts at the time of development application, ensuring the provision of an adequate and logical street system that is well related to surrounding land use patterns and the needs of the development itself, prior to development approval. Especially in the case of larger planned developments, a comprehensive and well integrated system of interior streets should be provided, including any future projected phases which may be carried out under the same ownership or development control. The General Plan Policies and Criteria encourage the use of a graduated system of street sizes that can utilize any appropriate combination of street widths and cross sections discussed above which will result in the safe and effective circulation of local traffic within residential developments.

Local Collectors and Specific Street Plans

Although the Circulation Map does not specify the precise routes for future collector streets in undeveloped areas, several existing streets in the central

developed portions of the City are so designated. This is due to the need for making improvements in traffic flow patterns within the Core Area to adequately serve the intensified levels of development that are projected for this central area. Those routes that are indicated on the map as collectors will be considered for a program of specific street improvements to be undertaken in conjunction with other efforts for revitalization of the Core Area in order to improve traffic safety and flow together with related neighborhood improvements. As already mentioned, specific rights-of-way and cross section standards will vary depending upon the locations of existing building lines, the possibility for restricting onstreet parking and other related factors. Final street alignments can be resolved through adoption of Specific Plans or special design standards.

The Specific Plan approach can also be used to address development patterns in outlying, largely undeveloped areas which lack a system of through, dedicated public roads but where a high rate of minor subdivision activity is presently occurring. In these areas, an extremely scattered pattern of newly created lots with very limited or inadequate access through unimproved roads or private easements can quickly result in the absence of a coordinated plan for local, publicly maintained streets. A comprehensive study of such areas should be initiated by the City prior to the approval of future lot splits, in order to provide for the preservation of adequate land for an interrelated street system as successive land divisions are approved. The adoption of a Specific Local Street Plan in these instances will serve to inform property owners of reasonable restrictions on the use of their land that are necessary to preserve the welfare of existing and future landowners, through ensuring the existence of legal access to any land parcels which may be created in the future. Such plans can also serve as the means for establishing an areawide assessment district to finance the improvement of proposed streets as property is subdivided and developed.

Special Standards: Residential and Industrial Project Interior Streets

While the street classification system and standards described above constitute the basic traffic circulation network of the City as shown on the Circulation Element Map, special roadway standards may be appropriate within self-contained developments such as planned unit residential complexes and industrial parks. In planned unit overlay projects, where the overall site design is subject to preliminary development plan approval, specific width and improvement standards can be approved for privately maintained roadways within the project boundaries. Narrower lane widths may be allowed on streets which serve individual clusters of dwelling units, provided that offstreet resident and guest parking areas are proposed and curb parking restrictions are enforced. The use of reduced residential street standards in master planned residential developments of this type can result in greater economy of land use, reduced maintenance costs over the long run, and energy savings due to the reduction in paved areas which absorb natural heat.

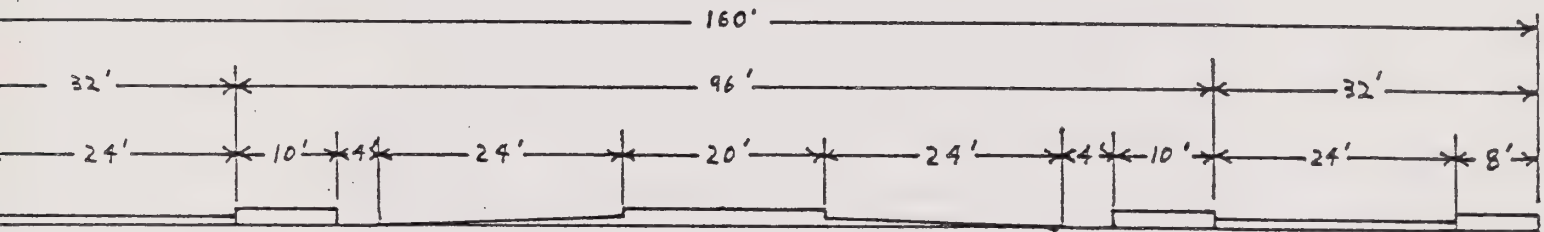
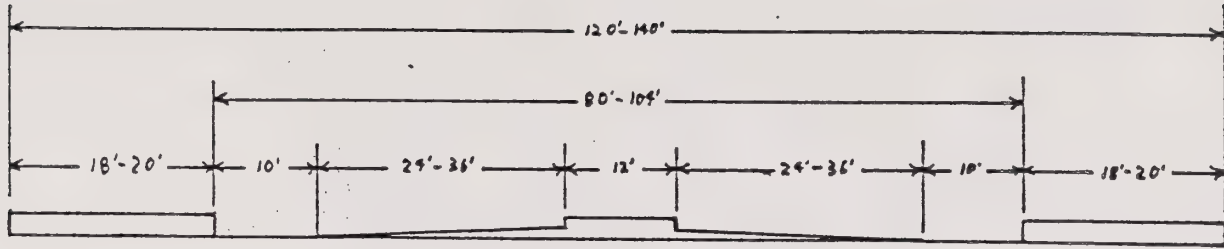
There is also a need to provide special standards for connector streets that serve unified industrial developments such as industrial parks. These streets would need to be wider than normal local feeder streets in order to provide adequate space for truck turning movements into individual fronting properties. Two moving traffic lanes are normally sufficient on such roadways; however, a center turn lane of adequate width should be provided for the safety of vehicles which are seeking access into adjacent driveways. Attention should also be given to reducing the need for onstreet parking as much as possible. Feeder streets

incorporating these design features may also be appropriate in major commercially-developed areas. To implement the policies of the Circulation Element in regards to the special situations discussed in this section, a set of specific circulation standards should be developed and adopted by means of Ordinance and other appropriate measures, to guide the planning and development of these larger scale planned developments.

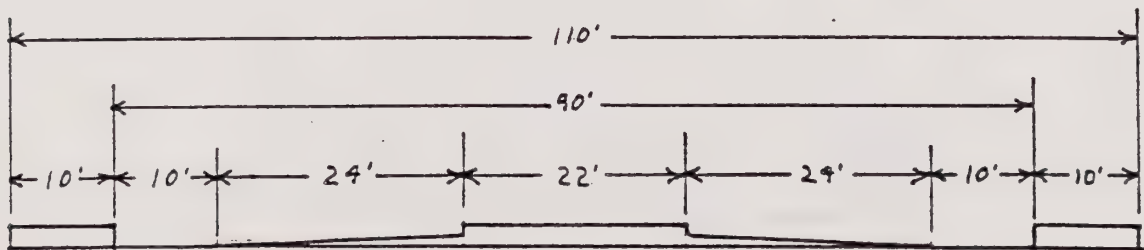
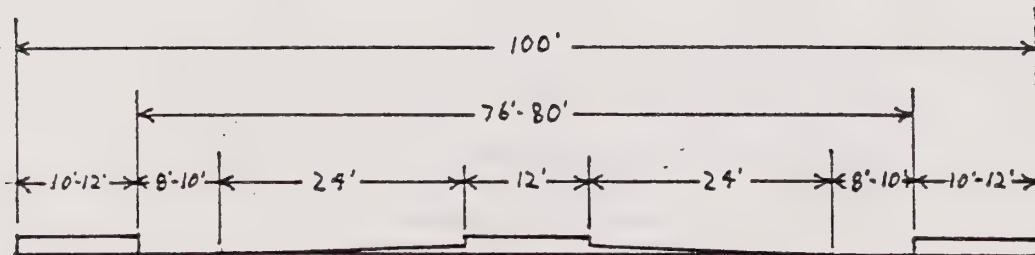
CIRCULATION ELEMENT

STREET CROSS SECTION DIAGRAMS

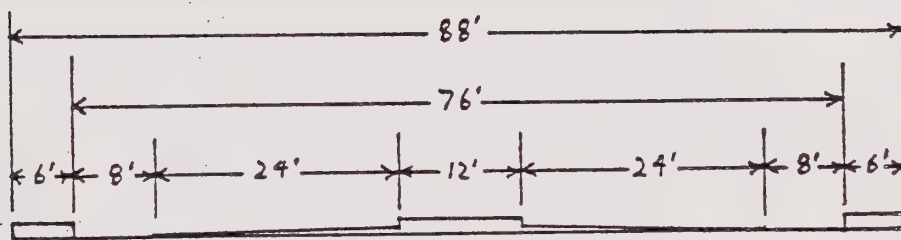
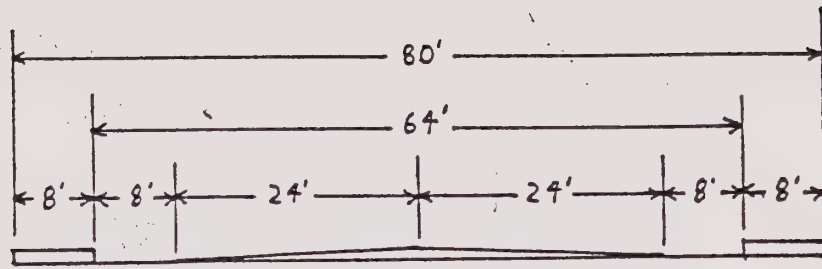
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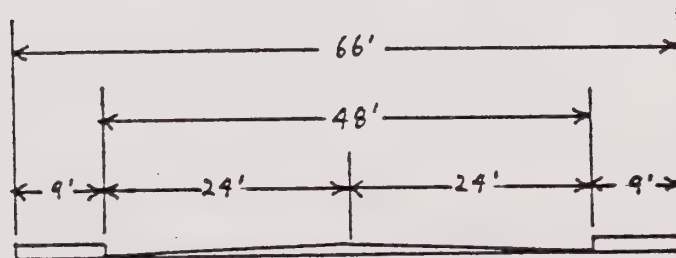
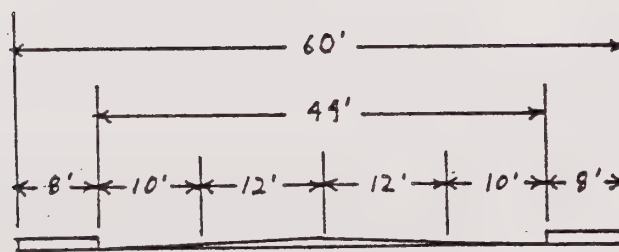
FREEWAY & EXPRESSWAY



ARTERIAL HIGHWAY

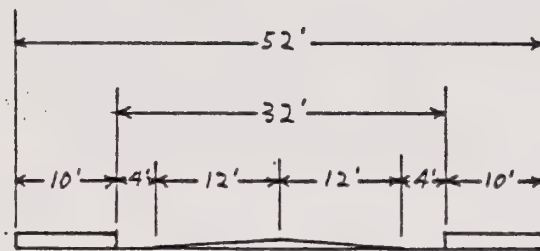


SECONDARY ROAD

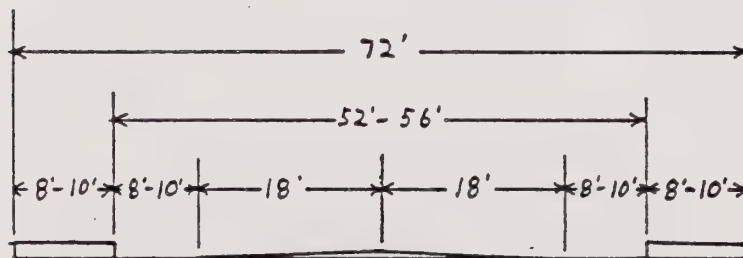


LOCAL COLLECTOR (parking restricted)

SPECIAL STREET STANDARDS



RESIDENTIAL PROJECT
INTERIOR STREET
(parking restricted)



INDUSTRIAL & COMMERCIAL
COLLECTOR STREET

PERRIS GENERAL PLAN

Circulation Element

Street Segments included on Circulation Map

Freeway - Expressway

120' - 160' ROW

Interstate 15-E
Ramona Expressway

Arterial Highways

100' - 110' ROW

Highway 74	west of Arapaho
Rider Street	west to east
Orange Avenue	I-15E to Dunlap
Nuevo Road	McKimball Road to east
Perris Boulevard	north of San Jacinto Avenue
San Jacinto Avenue	Redlands Avenue to east
Redlands Avenue	I-15E interchange to Ellis Avenue
McKenna Street	I-15E to San Jacinto Avenue
Ellis Avenue	Highway 74 to Redlands Avenue
Case Road	Perris Boulevard to I-15E interchange
Goetz Road	Case Road to south
Mapes Road	Highway 74 to Goetz Road
Ethanac Road	Highway 74 to I-15E interchange
Evans Street extension	Nuevo Road to San Jacinto Avenue

Secondary Roads

80' - 88' ROW

Placentia Avenue	Indian Avenue to Wilson Avenue
Citrus Avenue	Perris Boulevard to Wilson Avenue
Redlands Avenue	San Jacinto Avenue to north
"A" Street	Nuevo Road to San Jacinto Avenue
"A" Street	Ellis Avenue to Mapes Road
Jarvis Street	Perris Boulevard to Wilson Avenue
"D" Street	I-15E interchange to 4th Street
San Jacinto Avenue	"D" Street to "G" Street
San Jacinto Avenue	Lukens Lane to Navajo Road
Fourth Street	Arapaho to Redlands Avenue
Perris Boulevard	San Jacinto Avenue to Midway
11th Street (extension)	Bellamo Lane to Witt Street
Bellamo Lane	Highway 74 to Ellis Avenue
Mountain Avenue	Phillips Road to "A" Street
Mountain Avenue	Railroad to Goetz Road
	(Extension north along Railroad to Ellis Avenue)
Phillips Road	Ellis Avenue to Mapes Road
River Road	Mapes Road to Ethanac Road
Dunlap Drive	Nuevo Road to San Jacinto Avenue
Navajo Road	San Jacinto Avenue to Highway 74

Local Collectors

60' - 66' ROW

"A" Street	San Jacinto Avenue to Ellis Avenue
"D" Street	Fourth Street to Eleventh Street
"G" Street	San Jacinto Avenue to Case Road
"C" Street	San Jacinto Avenue north to Calle de Norte, extended west to "A" Street
Wilkerson Avenue	Fourth Street northwesterly to San Jacinto Avenue
7th Street	"A" Street to "G" Street
Eleventh Street	Witt Street to Perris Boulevard
Mildred Street	Perris Boulevard to Wilson Avenue

SECTION FIVE

Related General Plan Elements

RELATED GENERAL PLAN ELEMENTS

The purpose of the comprehensive policy-oriented format of the General Plan Revision is to unify all planning issues which are of mandatory concern under State Law into a single set of integrated goals and policies which can readily be applied to the review of development proposals within the City. However, several of the mandatory elements of the General Plan must be prepared in response to detailed technical requirements contained in State legislation, and therefore do not lend themselves well to inclusion in such a coordinated format. Examples of these plan elements are Housing, Seismic and Public Safety, and the Noise Element.

For this reason, these mandatory elements are contained in separate documents which will be incorporated by reference as a part of the City of Perris Comprehensive General Plan. While each of these separate elements will have the same force and effect as the Comprehensive General Plan Document which contains the unified set of goals, policies and measures concerning the overall physical development of the City, it is intended that the policies and implementation measures included in these separate elements will be integrated with the overall policy format of the revised General Plan.

In this section, the relationship of the Housing, Seismic and Public Safety, and Noise Elements to the comprehensive General Plan document and format is discussed together with the schedule and mechanism for their inclusion within the consolidated policy plan concept.

Housing Element

According to Section 65302(c) of the California Government Code, all localities must adopt a Housing Element which provides standards and plans for adequate housing within the jurisdiction, as well as making sufficient provision for all economic segments of the community. In short, this element must include a plan for action that the City will take in assuring the production of adequate housing to respond to the community's expected growth in preserving the affordability of housing opportunities within the City.

In response to the criteria spelled out in Assembly Bill 2853 and the detailed Housing Element Guidelines issued by the State Department of Housing and Community Development, the Draft Housing Element has been prepared as a separate document within the General Plan. Following its final adoption after the required public hearings, the policies, programs and strategies contained in the Housing Element are intended to complement and supplement the goals, policies and criteria of the consolidated General Plan as they relate to overall land use planning decisions within the City. The Housing Element programs relating to the identification of appropriate sites for affordable residential projects and the extension of urban infrastructure facilities to these areas will be most closely coordinated with the policies and land use category descriptions and criteria contained in the overall General Plan document. Housing Element programs which call for providing adequate neighborhood facilities and amenities, such as schools, shopping areas and recreational space are also closely related to the development criteria for each residential land use category in the Plan text.

Seismic and Public Safety Element

As do most cities in California, Perris lies in an area which is susceptible to ground shaking and other effects of severe earthquakes. Other disasters which

could affect the City including massive flooding, wildland fires or inundation due to dam failure. Under State law, local governments must regulate development through the General Plan process to maintain the effects of such natural and manmade disasters, and also coordinate disaster response planning in a manner to adequately respond to such events.

The City of Perris' existing combined Seismic Safety and Public Safety Element, adopted in 1976, was the result of a County wide assessment of seismic hazards and public safety issues performed by the ENVICOM consulting firm. This technical analysis is quite comprehensive and adequate for the City's purposes, and an update of this document has been provided by the planning staff in order to fully address current conditions and trends. It is proposed that this Seismic and Public Safety Element be incorporated by reference as a part of the Comprehensive General Plan, together with its technical appendices and maps, as revised and updated. The goals, policies and implementation measures contained in this element should be integrated into the overall plan consistency review process carried out in support of the unified policy format of the General Plan.

Noise Element

Large areas of the City are exposed to high ambient noise levels, specifically in the northeastern portion which lies under the flight operations pattern of March Air Force Base. Other noise sources within the City include the private Perris Valley Airport with its increasing scale of operations, and the segments of the City's traffic circulation system such as the freeway and railroad as well as arterial and secondary roadways. In recognition of the deleterious effects that noise can exert on human health and well-being, the State of California has required all local agencies to adopt a Noise Element which assesses the effects of noise within the community and identifies planning and zoning measures which can be adopted to ameliorate the adverse effects of noise on persons residing within the community.

Due to the technical requirements of the statewide Noise Element Guidelines, a community noise survey performed by a qualified consultant will be initiated in order to develop an adequate data base for the formulation of a Noise Element which contains appropriate policies, standards and measures. The Department of the Air Force has prepared an Air Installation Compatible Use Zone (AICUZ) Study, which maps the present decibel contour levels affecting the Perris area and which recommends appropriate land uses and sound attenuation measures which should be used in the construction of buildings within the various prevailing aircraft noise impact zones in the City. The recommendations of this AICUZ study should be incorporated into the adopted Noise Element to the greatest extent practicable.

The area surrounding the Perris Valley Airport should also be a special concern of the Noise Element. Based on an analysis of existing and projected specific noise impacts in this vicinity, the Noise Element should recommend measures relating to acceptable land uses in this area as well as the ultimate scale of operations of this facility. This information should also be used as input to a specific plan for this area in the southern portion of the City, as recommended in the General Plan text. The community noise survey will also identify decibel impact contours along major circulation routes within the City based on existing and projected traffic levels. This data will be used to recommend sound attenuation measures and setbacks for structures which are built along major traffic arteries in the City.

Other Mandatory Issues

State Law and the California General Plan Guidelines outline several other concerns which cities must consider in their overall land use planning process which is the subject of the General Plan. These planning issues comprise Open Space, Conservation of Resources, and Scenic Highways. Because these concerns are so closely related to the overall context of the Land Use and Circulation Elements, they have been integrated into the overall format of goals, policies and criteria of the Comprehensive General Plan as specific issue areas. Concerns for the preservation and enhancement of open space resources and scenic aspects of the environment have been incorporated into the Plan's hierarchy of land use development policies and criteria as well as category descriptions to the extent they are relevant to the community's setting and needs as outlined in the Background Data and Assessment Section of the plan document.

APPENDICES

SLOPE DENSITY MATRIX

Land Use Category

Per Cent Slope	Medium [*] Density	Low Density	Rural - Agriculture	Open Space
0 - 10%	2,000	6,000 to 10,000 square feet	$\frac{1}{2}$ Acre	5 Acres
10 - 20%	5,000	10,000 to 20,000 square feet	1 Acre	10 Acres
20 - 30%	8,000	1 Acre	2.5 Acres	20 Acres
30 +	-----	2.5 Acres	5.0 Acres	40 Acres

Development in the High Density, Commercial and Industrial Categories is restricted to land areas having 10% slope or less.

* Average ground area per dwelling unit. Land areas that exceed 20% slope in Medium Density developments should be reserved as common open space.

Radius of Review
for
Proposed Lot Split Activity

Proposed Lot Size	1/4 to 1/2 acre	1 to 2 1/2 acres
Distance for review from proposal site	1/4 mile	1/2 mile
Minimum per- centage of lots which are same or smaller in size	35 - 40%	25%

In general, higher proposed densities will require a shorter radius of review with a greater percentage of lots which are compatible in size, while lower densities may have a larger area of review with a smaller proportion of existing lots which are comparable in size to the land division proposal.

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